OUR JOBBING DEPARTMENT

HAVING been REPLENISHED with a large assortment of the latest EUROPEAN and AMERICAN NOVELTIES, we are prepared to execute orders for FANCY WORK with neatness and despatch, and *at very moderate rates.*

'CHINA MAIL' OFFICE.

The China Mail.

Established February, 1845.

THE HONGKONG CHINESE MAIL'
香港華字日報
Hongkong Wa Tsz Yat Po.)
ISSUED DAILY.

CHUN UN MAN,
Manager and Publisher.

SUBSCRIPTION:
Five Dollars a year, deliverable in Hongkong. Outports, $11.40 per annum, including postage.

No. 10,106. 英一千八百九十五年七月十號 HONGKONG, WEDNESDAY, JULY 10, 1895. 乙未年閏五月十八日 PRICE, $2.50 PER MONTH.

AGENTS FOR THE *CHINA MAIL*

LONDON:—F. ALGAR, 11 & 12, *Clement's Lane, Lombard Street*, E.C. GEORGE STREET & Co., 30, *Cornhill*. GORDON & GOTCH, *Ludgate Circus*, E.C. BATES HENDY & Co., 37, *Walbrook*, E.C. SAMUEL DRAGON & Co., 150 & 154, *Leadenhall Street*. W. M. WILLS, 151, *Cannon Street*, E.C. ROBERT WATSON, 150, *Fleet Street*.

PARIS AND EUROPE:—MAYENCE, FAVRE & Co., 18, *Rue de la Grange Batelière*.

NEW YORK:—J. STEWART HAPPER, THE CHINESE EVANGELIST OFFICE, 52, *West 32d Street*.

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, *San Francisco*.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney*.

CEYLON:—W. M. SMITH & Co., THE APOTHECARIES Co., *Colombo*.

SINGAPORE, STRAITS, &c.:—KELLY & WALSH, LTD., *Singapore*.

CHINA:—*Macao*, A. A. DA CRUZ. *Amoy*, N. MACLLE & Co., LIMITED. *Foochow*, HEDDE & Co. *Shanghai*, LANE, CRAWFORD & Co., and KELLY & WALSH. *Yokohama*, LANE, CRAWFORD & Co., and KELLY & Co.

Notice of Firm.

NOTICE.

MR. THOS. H. REID is authorised to SIGN my Name in connection with the Business of the 'CHINA MAIL' Office.

GEO. MURRAY BAIN.

July 1, 1895. 1214

Banks.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL,.....£1,500,000.
SUBSCRIBED,.....£1,125,000.
PAID-UP,.....£ 562,500.

Bankers.
LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at the Rate of 2 % per Annum on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 Months,.....5 %
For 6 Months,.....4 %
For 3 Months,.....3 %

JOHN THURBURN,
Manager, Hongkong.

Hongkong, June 18, 1893. 228

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL,.....£1,000,000.
SUBSCRIBED CAPITAL,.....£ 500,000.

HEAD OFFICE—HONGKONG.

Court of Directors.
D. GILLIES, Esq. | H. STOLTERFOHT, Esq.
CHAN KIT SHAN, Esq. | CHOW TUNG SHANG, Esq.
KWAN HOI CHUEN, Esq.
Chief Manager.
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %.

Hongkong, October 23, 1894. 1711

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000.
RESERVE FUND.....$ 5,000,000.
RESERVE LIABILITY OF PROPRIETORS.....$10,000,000.

COURT OF DIRECTORS:—
J. KRAMER, Esq.—Chairman.
Hon. A. McCONACHIE—Deputy Chairman.
Hon. J. J. Bell-Irving. | S. C. Michaelsen, Esq.
G. B. Dodwell, Esq. | D. R. Sassoon, Esq.
M. D. Ezekiel, Esq. | N. A. Siebs, Esq.
R. M. Gray, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING Co., LD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:—
For 3 months 3 per cent. per annum.
" 6 " 4 " "
" 12 " 5 " "

T. JACKSON,
Chief Manager.

Hongkong, June 12, 1895. 343

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the **HONGKONG AND SHANGHAI BANKING CORPORATION.** Rules may be obtained on application.

INTEREST on deposits is allowed at **3½ PER CENT.** per annum. Depositors may transfer at their option balances of $100 or more to the **HONGKONG AND SHANGHAI BANK**, to be placed on **FIXED DEPOSIT** at **5 PER CENT.** per annum.

For the Hongkong and Shanghai Banking Corporation,
T. JACKSON,
Chief Manager.

Hongkong, May 15, 1893. 1515

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP$800,000
RESERVE LIABILITY OF SHAREHOLDERS$800,000
RESERVE FUND$325,000

INTEREST allowed on Current Account at the rate of 2 % per annum on the Daily balances.
On Fixed Deposits for 12 months 5 %
" " " 6 " 4 %
" " " 3 " 3 %

T. E. SANSOM,
pro. Manager, Hongkong.

Hongkong, June 19, 1895. 940

Intimations.

Re ROBERT FRASER-SMITH, *Deceased.*

CLAIMS in the above ESTATE are NOW being PAID by the Undersigned.

C. F. A. SANGSTER,
Acting Registrar and Official Administrator.

SUPREME COURT,
Hongkong, 6th July, 1895. 1246

NOTICE TO MARINERS,
No. 59 (SPECIAL).

CHINA SEA.

WOOSUNG INNER BAR.

Blasting Operations on Wrecks of 'Nora' and 'Feima': Precautions to be taken by passing Vessels.

NOTICE is hereby given that BLASTING OPERATIONS for the REMOVAL of the WRECKS of the Steamships *Nora* and *Feima* will be commenced on or about the 6th Instant, and, whilst this work is going on [which will be indicated by a boat near the wrecks flying *two red flags vertically*] all steam vessels of whatever size are requested to go as slowly as possible when nearing and passing the wrecks, in order to avoid causing a surge and endangering life.

A magazine junk, for the storage of explosives, will be moored in the Junk Channel to the South-westward of Gough Island. This junk will fly a red flag by day and exhibit a red light by night, and all craft using that channel should take care to give her a wide berth.

A. M. BISBEE,
Coast Inspector.

Imperial Maritime Customs,
Coast Inspector's Office,
Shanghai, 3rd July, 1895. 1257

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY General MEETING of the SHAREHOLDERS of the above Company will be held at the Company's OFFICES, No. 9, Praya Central, on MONDAY, the 15th July next, at 12 Noon, when the subjoined Resolution which was passed at the Extraordinary General Meeting held on the 29th June, 1895, will be submitted for Confirmation as a Special Resolution:—

'That the words "and the Company may at any time by Special Resolution Reduce its Capital in any manner permitted by law" be added at the end of Article No. 19 of the Articles of Association of this Company.'

Dated the 29th June, 1895.

SHEWAN & Co.,
General Managers.

1205

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

AN Interim DIVIDEND at the Rate of FOUR PER CENT. for the Six Months ending 30th June, 1895, will be PAYABLE on the 22ND JULY NEXT, on which date DIVIDEND WARRANTS may be obtained on application at the Company's OFFICE, No. 5, Queen's Road Central.

The Transfer BOOKS of the Company will be CLOSED on 20th and 22nd Instant.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, July 8, 1895. 1252

CHAN A-TONG,
COAL MERCHANT,
No. 5, ARSENAL STREET, EAST.
Business Office: No. 21, Gilman Street.
478

Hannay's COMPOSITION FOR Coating Ship's Bottoms.
USED BY:—
Ocean S.S. Co.
White Star Line.
Messrs. Butterfield & Swire.
Glen Line.
Cunard Line
Allan Line, etc.

HARRY WICKING,
Agent for Hongkong & South China.
Hongkong, May 1, 1895. 815

NOTICE.

THOMAS'S GRILL ROOM.

THE Undersigned has been Appointed, by the SOLE PROPRIETOR, as MANAGER of the above Establishment, and the Business will be managed for and on behalf of the Proprietor as from This Day.

Every possible endeavour will be made to keep up the High Class Reputation which the 'GRILL ROOM' has so continually enjoyed.

SPECIAL STUDIES IN CATERING.
The very finest Qualities procurable.
Maximum amount of Nourishment.
Minimum amount of Digestive Effort.

Result—Perfect Health and Temper.

PICNIC and BATHING PARTIES Supplied with Light Refreshment on *Shortest Notice.*

R. C. HURLEY,
No. 2, Queen's Road Central,
Hongkong.

4th July, 1895. 1226

TO LET.

DWELLING HOUSES—
HOUSES in RIPON TERRACE.
One FLOOR in BLUE BUILDINGS.
No. 12, KNUTSFORD TERRACE, Kowloon.
OFFICES—
FIRST FLOOR, No. 7, PRAYA CENTRAL, at present occupied by Messrs. HOLLIDAY, WISE & Co.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, July 2, 1895. 915

Business Notices.

LANE, CRAWFORD & Co.



ARE NOW BOOKING HOME ORDERS
FOR THEIR CHOICE NEW TEAS.

"CUMSHAW MIXTURE," a MIXTURE of FINEST CHINA TEAS blended in Foochow } Per 5-Catty Box, $ 8.50 / Per 10-Catty do. $15.00

Above Prices include Freight, Duty, Delivery and all Charges to any address in the United Kingdom.

Hongkong, July 2, 1895. 1215

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the undermentioned PORTS on the DATES named:—

FOR.	STEAMSHIP.	DATE.	REMARKS.
LONDON *viâ* MARSEILLES...	*Ceylon*	Daylight, 13th July ...	Freight or Passage.
SHANGHAI.....	*K'sar-i-Hind*	About 13th July.....	Freight or Passage.
LONDON, &c.....	*Khedive*.....	Noon, 18th July.....	*See Special Advertisement.*
JAPAN.....	*Verona*.....	Noon, 19th July.....	Freight or Passage.
LONDON *viâ* MARSEILLES...	*Japan*	About 27th July.....	Freight or Passage.

For further Particulars, apply to

P. & O. S. N. Co.'s Office, Hongkong, July 10, 1895.

ALF. WOOLLEY, *Acting Superintendent.*

1234

Vinolia Soap

Don't use Boiled Soap for the Toilet.

'VINOLIA" IS A REFINED SOAP.

It keeps the complexion fresh and clear.

No other Soap has received such high awards as "VINOLIA" SOAP.

DON'T ECONOMIZE AT THE EXPENSE OF YOUR COMPLEXION.

VINOLIA SOAPS—All Prices. VINOLIA SHAVING STICKS and CAKES.
VINOLIA CREAM (For Itching, Face Spots, &c.), and VINOLIA POWDER (For the Complexion).

"Johannis"

The King of Natural Table Waters.

SUPPLIED BY ROYAL WARRANT. TO HER MAJESTY THE QUEEN.

Supplied to the HOUSE OF LORDS and the HOUSE OF COMMONS.

IN BOTTLES AND HALF-BOTTLES.

MIXES equally well with **Wines, Spirits, Milk, Fruit Syrups** and **Lime Juice.**

SOLE AGENTS for South China and Philippines,
WATTS & Co.,
Ice House Street, Hongkong.

1121

SHANGHAI BREWERY
Pale Bitter Ale,
IN SMALL CASKS.

BREWED from MALT & HOPS only.
In SPLENDID CONDITION.

Casks— 9 Gallons $ 7.50.
18 do. 15.00.

DOUBLE STOUT.

Casks— 9 Gallons $ 8.00.
18 do. 16.00.

WATTS & Co.,
Sole Agents, Ice House Street.

860

W. POWELL & Co.

ICE CREAM FREEZERS,

2, 3, 4, 6 QUART.

ENAMELLED KITCHEN UTENSILS, &c.

W. POWELL & Co.

Hongkong, July 6, 1895. 1230

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED,
28, Queen's Road Central.

ASBESTOS PACKINGS to suit all Steam Power.

Jointings for any work, however great the pressure and temperature.





LUBRICANTS both liquid and solid.

ESTIMATES given for COVERING BOILERS and STEAM PIPES, with our Patent ASBESTOS COMPOSITION.

700

H. RUTTONJEE.

CLARET. CLARET. CLARET.

THE following CLARETS are Specially bottled for me at BORDEAUX:—

	Per doz. Quarts.	Per doz. Pints.
P. MARGAUX, ...	$12.50	$6.75
St. JULIEN (Two Crown), ...	9.50	5.75
St. JULIEN (One Crown), ...	7.00	4.60

I can guarantee the Brand is far Superior in quality and cheaper in price than any Claret obtainable at this price.

H. RUTTONJEE, 13, *D'Aguilar Street.*

Hongkong, May 11, 1895. 809

H.-KONG TRADING CO.

(JUST RECEIVED).

LADIES' AND CHILDREN'S

CALCUTTA PITH HATS

(All SIZES AND SHAPES).

Nos. 1 to 5, D'AGUILAR STREET.
And Under HONGKONG HOTEL.

Hongkong, June 29, 1895. 1202

FIRST-CLASS STATIONERY,

AT

VERY REASONABLE PRICES.

CHEAP STATIONERY.

W. BREWER.

Hongkong, July 8, 1895. 1251

A REPUTATION

REGAINED.

SEE TO-MORROW.

1256

REPORT OF THE ACADÉMIE DE MÉDECINE OF FRANCE.

Apollinaris

"THE QUEEN OF TABLE WATERS."

"The results of the recent investigations in Paris and the report of the Académie de Médecine of France have placed Apollinaris Water at the *head* of *all* the waters examined for *purity* and *freedom* from Disease Germs."

SOLE AGENTS:
CARLOWITZ & CO.,
HONG KONG, SHANGHAI, CANTON, TIENTSIN, AND HANKOW.

To Let.

TO LET.

From 1st July.

NO. 5, WEST TERRACE.

Apply to
G. C. ANDERSON,
13, *Praya Central.*

Hongkong, May 31, 1895. 1028

TO LET.

THE EIGHT-ROOMED HOUSE, No. 27, CAINE ROAD, occupation from 1st *September next.*

Apply to
DAVID SASSOON, SONS & Co.

Hongkong, June 1, 1895. 1035

Shipping.

Steamers.

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR MARSEILLES *VIÂ* PORTS OF CALL.
(*Taking Cargo through to* BORDEAUX, HAVRE, *and* LONDON).



The Steamship *Adour*, Captain BOUSQUET, will be despatched as above on or about the 18th Instant.

For Freight, apply to
C. TOURNAIRE,
Acting Agent.

Hongkong, July 6, 1895. 1242

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.



The Co.'s Steamship *Namoa*, Captain ROACH, will be despatched for the above Ports TO-MORROW, the 11th Instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, July 10, 1895. 1248

FOR BOMBAY,
VIÂ SINGAPORE AND COLOMBO.



The Steamship *Cam*, Capt. J. MATHIAS, will be despatched as above, at Noon TO-MORROW, the 11th Instant.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, July 10, 1895. 1241

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.



The Co.'s Steamship *Changsha*, Capt. O. ANDERSON, will be despatched as above on THURSDAY, the 11th Instant, at 3 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, July 8, 1895. 1114

FOR SINGAPORE, PENANG AND CALCUTTA.



The Steamship *Arratoon Apcar*, Captain J. E. HANSEN, will be despatched for the above Ports on FRIDAY, the 12th Instant, at 3 p.m.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, July 8, 1895. 1249

OCEAN STEAMSHIP COMPANY.



The Co.'s Steamship *Pulinurus*, Capt. T. S. JACKSON, will be despatched as above on FRIDAY, the 12th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, July 5, 1895. 1231

SHIRE LINE OF STEAMERS.

FOR NEW YORK *VIÂ* SUEZ CANAL.



The Steamship *Merionethshire*, Captain DAVIES, will be despatched for the above Port on or about the 12th Instant.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, July 3, 1895. 1223

THE OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILING FROM HONGKONG, 1895.
(SUBJECT TO ALTERATION.)

Altmore.....	Saturday.....	13th July.
Chiltagong....	Wednesday	15th Aug.
Adowa.....	Saturday ...	14th Sept.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.



The Steamship *Altmore* will be despatched hence for PORTLAND OREGON, *via* AMOY, KOBE and YOKOHAMA, on the 13th July.

Consular Invoice of Goods for United States Ports should be in QUADRUPLICATE: and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to
SHEWAN & Co.,
Agents.

Hongkong, July 8, 1895. 1170

GLEN LINE OF STEAM PACKETS.

FOR LONDON *VIÂ* SUEZ CANAL.



The Steamship *Glenesk*, Capt. WEBSTER, will be despatched as above on or about FRIDAY, the 19th Instant.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, July 3, 1895. 1224

SHIRE LINE OF STEAMERS.

FOR LONDON AND HAMBURG.



The Steamship *Glamorganshire*, Captain VYVYAN, will be despatched for the above Ports at Noon on FRIDAY, the 26th Instant.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, July 5, 1895. 1087

Shipping.

Steamers.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY,
UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.

STEAM TO SHANGHAI & KOBE.



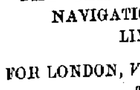
The Co.'s Steamship *Vindobona*, Captain C. BELUN, will leave for the above places on FRIDAY, the 12th Instant.

For Freight or Passage, apply to
SANDER & Co.,
Agents.

Hongkong, July 6, 1895. 1243

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, *VIA* PORTS OF CALL.



The Co.'s Steamship *Kaisow*, GEO. W. LONG, Commander, will be despatched as above on or about the 12th Instant.

For Freight, etc., apply to
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, July 2, 1895. 1133

Sailing Vessels.

FOR SAN FRANCISCO.



The 100 *A.1.* British Ship *Lyndhurst*, MARTIN, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.

Hongkong, May 29, 1895. 1010

FOR NEW YORK.



The 3/3 *A.1.I.* American Ship *Santa Clara*, FULLER, Master, shortly expected from SHANGHAI, will load here for the above Port and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.

Hongkong, May 11, 1895. 898

NOTICE TO SHIPPERS.

FOR SAN FRANCISCO.



The 100 *A* 1 Steel 4-Masted Barque *Alcedo*, Captain R. COUTTS, will load here for the above Port, and be despatched on or about the 25th July, A.C.

For Freight, apply to
MELCHERS & Co.

Hongkong, June 7, 1895. 1065

FOR NEW YORK.

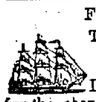


The American Ship *George F. Manson*, PETER CRAGIN, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to
MELCHERS & Co.

Hongkong, June 1, 1895. 1036

FOR NEW YORK.



The 100 *A.1.* British Steel Barque *Belmont*, LADD, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.

Hongkong, June 17, 1895. 1122

FOR NEW YORK.



The 100 *A.1.* Hawaiian Barque *Fooling Suey*, WILSON, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SIEMSSEN & Co.

Hongkong, June 18, 1895. 1130

FOR NEW YORK.



The 3/3 *L.I.I.* German Ship *Siam*, GARLICH, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SIEMSSEN & Co.

Hongkong, June 18, 1895. 1131

Intimations.

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS Commodious and Well-appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SPECIAL SUMMER RATES,
(FROM 1ST APRIL TO 31ST OCTOBER).

One person, per day	$ 4.00
One person, per month ...	$75 to 90.00
Married couple (occupying one room) per day	7.00
Married couple (occupying one room) per month	150.00
Married couple (occupying two rooms) per month	170.00

For further Particulars, apply to
THE MANAGER,
New Victoria Hotel.

Hongkong, April 10, 1895. 696

FOR SALE.

JAPAN HAND-MADE PAPERS.
JAPAN PRINTING PAPERS.
JAPAN COPYING PAPERS.
JAPAN WALL PAPERS,
&c., &c., &c.

PRICE VERY MODERATE.

ORDERS to be respectfully received by the Undersigned.

MITSUI BUSSAN KAISHA,
8, *Queen's Road Central.*

Hongkong, January 2, 1894. 1

Notices to Consignees.

STEAMSHIP *CALEDONIEN.*

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex Steamships *Mempher* and *Nerthe*, from Havre ex Steamship *Nerthe*, and from Bordeaux ex Steamships *Ville de Dunkerque* and *Forbeckmois Frederic Morel*, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risks into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN COMPANY, LD., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before Noon TO-DAY (Tuesday), the 9th Inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after TUESDAY, the 16th Instant, at Noon, will be subject to rent, and landing charges.

All Claims must be sent in to me on or before TUESDAY, the 16th Instant, or they will not be recognised.

All Damaged Packages will be examined on TUESDAY, the 16th Instant, at 3 p.m.

No Fire Insurance has been effected.

C. TOURNAIRE,
Acting Agent.

Hongkong, July 9, 1895. 1255

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S.S. *Arratoon Apcar* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after the 10th Instant, will be landed at Consignees' risk and expense into the Godowns of the WANCHAI WAREHOUSE AND STORAGE CO., LTD., Wanchai.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, July 8, 1895. 1247

To-day's Advertisements.

IN THE SUPREME COURT OF HONGKONG.

In the Matter of the Estate of WILLIAM JONES, late of Victoria, in the Colony of Hongkong, *Deceased.*

NOTICE is hereby given that His Honour the ACTING CHIEF JUSTICE having, in virtue of Section 3 of Ordinance 9 of 1870, made an Order limiting to the 24TH AUGUST, 1895, the time for sending in CLAIMS against the said Estate,

All Creditors are hereby required to send in their CLAIMS to the Undersigned before the said date.

Dated the 25th June, 1895.
C. MASTER,
Acting Registrar and Official Administrator.

1259

PERSEVERANCE LODGE OF HONGKONG, No. 1,165.

A Regular MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on TUESDAY, the 16th Instant, at 8.30 for 9 p.m. precisely. VISITING BRETHREN are cordially INVITED to attend.

Hongkong, July 10, 1895. 1260

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).



The Co.'s Steamship *Yuensang*, Captain WADDILOVE, will be despatched as above TO-MORROW, the 11th Instant, at Noon, instead of as previously advertised.

This Steamer has superior Accommodation for First-class Passengers.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, July 10, 1895. 1240

FOR SHANGHAI.



The Steamship *Peiyang*, Captain R. KÖHLER, will be despatched for the above Port TO-MORROW, the 11th Inst., at 4 p.m., instead of as previously notified.

For Freight or Passage, apply to
SIEMSSEN & Co.

Hongkong, July 10, 1895. 1253

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI (DIRECT).

(Taking Cargo & Passengers at through rates for CHEFOO, TIENTSIN, NEWCHWANG, HANKOW *and Ports on the* YANGTSZE.)



The Co.'s Steamship *Choysang*, Captain TAMPLIN, will be despatched as above on FRIDAY, the 12th Instant, at 4 p.m.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, July 10, 1895. 1261

FOR SINGAPORE, HAVRE AND HAMBURG.

(Calling at NAPLES *for landing Passengers if sufficient inducement offers).*

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL AND BREMEN).



The Steamship *Erato*, Capt. J. OSTERMANN, will be despatched for the above Ports on WEDNESDAY, the 17th Instant, at 4 p.m.

This Steamers have superior Accommodation for First and Second Class Passengers and carry a Doctor and a Stewardess.

For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.

Hongkong, July 10, 1895. 1262

Vessels Advertised as Loading.

Destination.	*Vessels.*	*Agents.*	*Date of Leaving.*
Bremen & Ports o' Call	Bayern (s)	Norddeutscher Lloyd	July 22, at 3 p.m.
Japan	Verona (s)	P. & O. S. N. Co.	July 19, at noon.
London & Ports o' Call	Kaisow (s)	Holliday, Wise & Co.	About July 12.
London & Ports o' Call	Khedive (s)	P. & O. S. N. Co.	July 18, at noon.
London and Hamburg	Glamorganshire (s)	Dodwell, Carlill & Co.	July 26, at noon.
London v. Suez Canal	Palinurus (s)	Butterfield & Swire	July 12.
London v. Suez Canal	Glenesk (s)	Jardine, Matheson & Co.	About July 19.
London, v. Marseilles	Ceylon (s)	P. & O. S. N. Co.	July 13, daylight.
London, v. Marseilles	Japan (s)	P. & O. S. N. Co.	About July 27.
Manila	Yuensang (s)	Jardine, Matheson & Co.	July 11, at noon.
Marseilles, &c.	Adour (s)	Messageries Maritimes	About July 15.
Marseilles v. Saigon	Saghalien (s)	Messageries Maritime	July 24, at noon.
New York, v. Suez Canal	Merionethshire (s)	Dodwell, Carlill & Co.	About July 12.
New York	Santa Clara	Carlowitz & Co.	Quick despatch.
New York	George F. Manson	Melchers & Co.	Quick despatch.
New York	Belmont	Carlowitz & Co.	Quick despatch.
New York	Foohing Suey	Siemssen & Co.	Quick despatch.
New York	Siam	Siemssen & Co.	Quick despatch.
Port Darwin, &c.	Chang ha (s)	Butterfield & Swire	July 11, at 3 p.m.
Portland (Oregon)	Altmore (s)	Shewan & Co.	July 13.
S. Francisco v. Japan	Belgic (s)	O. & O. S. S. Co.	July 20, at noon.
S. Francisco, v. Japan	Peru (s)	Pacific Mail S. S. Co.	July 30, at noon.
San Francisco	Lyndhurst	Shewan & Co.	Quick despatch.
San Francisco	Alcedo	Melchers & Co.	About July 25.
Shanghai	Peiyang (s)	Siemssen & Co.	July 11, at 4 p.m.
Shanghai	Choysang (s)	Jardine, Matheson & Co.	July 12, at 4 p.m.
Shanghai	Kisar i Hind (s)	P. & O. S. N. Co.	About July 13.
Shanghai and Kobe	Vindobona (s)	Sander & Co.	July 12.
Shanghai and Kobe	Omi Maru (s)	Nippon Yusen Kaisha	July 11, at noon.
S'pore, Chub & B'bay	Oam (s)	Siemssen & Co.	July 17, at 4 p.m.
S'pore Havre & Hamburg	Erato (s)	D. Sassoon, Sons & Co.	July 12, at 3 p.m.
S'pore, Penang & Calcutta	Arratoon Apcar (s)	Douglas Lapraik & Co.	July 11, daylight.
Stettin, Antwerp & Rotterdam	Namoa (s)	Canadian Pacific R. Co.	July 24, at noon.
Vancouver (B.C.), & Victoria (B.C.), &	Empress of Japan (s)	Nor. Pac. S. & R. Co.	July 16, at noon.

To-day's Advertisements.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE AND BORDEAUX;
ALSO
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 24th July, 1895, at Noon, the Company's S.S. *SAGHALIEN*, Commandant HUAN, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 23rd July, 1895. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages required.

For further particulars, apply to Company's Office.

C. TOURNAIRE
Hongkong, July 10, 1895. 1263

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ALCEDO, Brit. 4-masted barque, Captain Robt. Coutts.—Standard Oil Company.

LORD BRASSEY, British barque, Captain Gunning.—Standard Oil Co.

SIAM, German ship, Captain Garlichs.—Melchers & Co.

SHIPPING.

ARRIVALS.

July 10:—

Peiyang, German steamer, from Canton.

Braemar, British steamer, 2,315. E. Porter, Moji July 4, Coal.—DODWELL, CARLILL & Co.

Airlie, British steamer, 2,460, Winthrop Ellis, Sydney June 19, Brisbane 21, Townsville 24, Cooktown 25, Thursday Island 27, and Port Darwin July 1, General.—GIBB, LIVINGSTON & Co.

Activ, Danish steamer, 355, Hansen, Pakhoi July 7, and Hoihow 9, General.—A. R. MARTY.

Lyderhorn, Norwegian steamer, 2,014, B. Hammeraas, Kutchinotzu (Japan) July 4, Coal.—MITSUI BUSSAN KAISHIA.

Linnet, British gunboat, 750, Capt. J. E. Bearcroft, Takow July 8.

DEPARTURES.

July 10:—

Calédonien, for Shanghai.
Ernest Simons, for Europe, &c.
Irene, for Singapore and Hamburg.
Tritos, for Saigon.
Frejr, for Hoihow.
Straits of Dover, for Moji.
Kweiyang, for Swatow.
Cassius, for Canton.
Annandale, for Kobe.

CLEARED.

Namoa, for Swatow.
Yuensang, for Manila.
Tai Lee, for Chefoo.
Peiyang, for Shanghai.
Monghut, for Bangkok.
Hupeh, for Singapore.
Exe, for Saigon.
Cam, for Singapore and Bombay.

PASSENGERS.

ARRIVED.

Per *Airlie*, from Sydney, &c., Col. Milne, Miss Searell, Mr and Mrs Crawford, Mr Mola, 5 Japanese, 19 Chinese, and 3 children.

Per *Activ*, from Pakhoi, &c., 20 Chinese.

DEPARTED.

Per *Frejr*, for Hoihow, Mr Nightingale, Mr T. Shirdan, and 54 Chinese; for Pakhoi, 39 Chinese.

Per *Tritos*, for Saigon, 200 Chinese.

Per *Irene*, for Singapore, 3 Europeans, and 12 Chinese.

Per *Ernest Simons*, from Hongkong: for Saigon, Revs. P. P. Martinet, Holham and Gerber, Mr Salaun, and 9 Sailors; for Marseilles, Messrs J. C. de Morass Carvalho Guimaraes, Miguel Vasconcellos, H. Ehmor and J. Carracedo. From Shanghai: for Saigon, Mr E. Gourant; for Singapore, Messrs F. Holmes, G. Wilson and L. David, and 4 Marines; for Colombo, 8 Marines; for Alexandria, Messrs Kolontaeff and P. Kignell; for Marseilles, Rev. Watson, Messrs A. Le Lench and J. Leguinat. From Yokohama: for Saigon, Mr Ch. Bonnet, and 8 Marines; for Singapore, Major Jones Vaughan, Messrs W. Slade, R. J. Wilkinson, Kaufmann, and Mrs Hama; for Colombo, Mr F. Daver; for Marseilles, Mr Kodera, Miss Albersold, and Mr Paul Dubuffet. From Kobe: for Singapore, Messrs L. Ludolph, Y. Kishida, Mrs Nakamishi, and Mr K. Hara; for Marseilles, Mrs Tallers, and Mr A. Saphiere. From Nagasaki: for Marseilles, Mr A. Savarsin.

Per *Calédonien*, from Hongkong: for Shanghai, Miss Shaw, Mr and Mrs K. Ishida, Messrs W. Mackintosh and C. Ramussen; for Nagasaki, Mrs and Miss Moscovitz, and 1 Japanese woman; for Kobe, Messrs A. J. M. Gomes and Wenselan Moraes; for Yokohama, Miss J. Blood, Miss W. More, Mr M. M. Ebrahimjee, and Lieutenant Campbell. For Shanghai: from Marseilles, Mr Ginseffre Gerin, Mr Wuillemont's servant; from Saigon, Lieut. Remy, Messrs Jaluco, Vidal, Haridon, Dagaud, Meron, Massiero, Fabre, Papineau, Le Devehat, Jouastin and Le Dorzon, and 30 Marines. For Nagasaki: from Singapore, Madame Okaku. For Kobe: from Singapore, Messrs Mulkay and Oseka. For Yokohama: from Marseilles, Messrs Grunnewald, Dayet and Kreutzier; from Alexandria, Mr Oscar Bagger; from Colombo, Colonel Morisson, and Mr Chas. Kerr; from Saigon, Mr Yamato Kanegoro.

To DEPART.

Per *Namoa*, for Swatow, 200 Chinese.
Per *Yuensang*, for Manila, 2 Europeans.
Per *Tai Lee*, for Chefoo, 5 Chinese.
Per *Peiyang*, for Shanghai, 4 Chinese.
Per *Monghut*, for Bangkok, 20 Chinese.
Per *Hupeh*, for Singapore, 875 Chinese.

SHIPPING NOTICES.

The British steamer *Braemar* reports: Had light variable winds and fine weather, with smooth sea.

The British steamer *Airlie* reports: Clearing Sydney Heads at 5.20 p.m., June 19th, leaving Brisbane 21st, Townsville 24th, Cooktown 25th, Thursday Island 27th, Port Darwin July 1st, and arriving at Hongkong on the 10th July. A fine weather passage with light winds and smooth sea was experienced to Banka Island, after which occasional heavy rain squalls with smooth sea to Cabra; and across the China sea light Northerly winds and fine weather, sea smooth, wind veering to S.W. as the China Coast was approached.

POST OFFICE NOTICES.

MAILS will close:—

For SINGAPORE, COLOMBO & BOMBAY.—
Per *Cam*, at 11.30 a.m., on Thursday, the 11th inst.

For PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.—
Per *Changsha*, at 2.30 p.m., on Thursday, the 11th inst., instead of as previously notified.

For SHANGHAI.—
Per *Peiyang*, at 3.30 p.m., on Thursday, the 11th inst., instead of as previously notified.
Per *Chaysang*, at 3.30 p.m., on Friday, the 12th inst.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr W. G. Allen	Mr J. J. Hoar
Mr Batie	Mr J. Kinghorn
Mr W. J. Blackhall	Mr J. Kirkwood
Mr W. J. Canter	Mr W. Krumme
Mr A. Crawford	Mr E. K. Lee
Mr H. L. Dover	Mrs and Miss May
Mr W. A. Duff	Capt. Palmer
Mr W. Eames	Mr W. Parlitt
Mr F. T. Gause	Mr and Mrs W. H. Whiting and family
Mr J. Hamilton	
Mr and Mrs Harling	Mr & Mrs J. Wilson
Mr C. Harris	Capt. Wonsloe

PEAK HOTEL.

Mr J. W. Bolles	Mrs Law and child
Dr. F. H. Bowers	Major and Mrs G. K. Moore
Mr J. G. Buckle	
Miss Coe	Mr F. D. Maclean
Mrs Dickie and child	Mr Hugh McCallum
Mr R. P. Dipple	Major The Hon. E. Noel
Mrs Farmer and child	
Mr Geo. Fenwick	Mrs Noel and child
Mr W. S. Harrison	Mr Sandelands
Mrs L. Hoey and children	Mr B. P. Sheldon
	Mr A. B. Skottowe
Mr Geo. Holmes	Mr F. H. Slaghek
Mrs Geo. Holmes	Mr and Mrs A. Findlay Smith & family
Mr G. Hoyes	
Miss Inman	Mr A. G. Stokes
Mr H. U. Jeffries	Rev. and Mrs Vallings

WINDSOR HOTEL.

Mr P. Brandt	Mr Geo. Jones
Mr Carrazedo	Mr P. Macfarlane
Mr E. C. Crick	Mr W. MacIntush
Mr M. Dorbritz	Mr C. Manirus
Mr A. W. Evans	Mr Ernst Minrow
Mr F. Ezekiel	Mr W. R. Roberts
Dr Alvaros Fornellos	Mr Carl Rombach
Madame Fornellos	Mr Schulbert
Mr G. Girault	Mr M. Smith
Mr J. G. W. Gomports	Mr Edward Thom
	Mr Petto i Vasconcellos
Mr J. J. Guimaraes	Mr Petto i Vasconcellos, Jr.,
Mr Hamilton	
Mr T. Harvit	
Miss A. Hartwell	Mr J. P. Vasco
Mr Hastings	Mr B. Wellings
Mr J. Holmes	Mr G. H. Wheeler

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—*Namoa* leaves for Coast Ports.

Noon.—*Yuensang* leaves for Manila.

Noon.—*Cam* leaves for Bombay, &c.

3 p.m.—*Changsha* leaves for Port Darwin, &c.

4 p.m.—*Peiyang* leaves for Shanghai.

Miscellaneous.

Goods per *Maria Valerie* undelivered after this date subject to rent.

General Memoranda.

MONDAY, July 15:—
Noon.—Meeting of Shareholders of The Green Island Cement Co., Ld., at the Company's Office.

TUESDAY, July 16:—
Goods per Steamer *Caledonien* unclaimed after Noon subject to rent.
9 p.m.—Meeting of Perseverance Lodge.

SATURDAY, July 20:—
Transfer Books of The Hongkong Land Investment & Agency Co., Ltd, closed from this date to 22nd Instant.

MONDAY, July 22:—
Dividend of 4 % on Shares of The Hongkong Land Investment & Agency Co., Ltd, payable.

Exchange.

HONGKONG, July 10, 1895.

On London—	
Bank, Wire, ...	2 1/16
" On demand, ...	2 1/16
" 30 days' sight, ...	—
" 4 months' sight, ...	2 2/16
Credits, 4 "	2 2/16
Documentary, 4 months' sight,	2 2/16
On Paris—	
On demand, ...	2.71
Credits, 4 months' sight, ...	2.77
On Berlin—Demand, ...	2.19
On New York—	
On demand, ...	52 3/4
Credits, 60 days' sight, ...	54
On Bombay—	
Wire, ...	196
On demand, ...	196 1/4
On Calcutta—	
Wire, ...	196
On demand, ...	196 1/4
On Shanghai—	
On demand, ...	71 7/8
30 days' sight, private paper	72 1/4
Gold Leaf, 100 fine (per tael)	147 30
Sovereigns (Bank's buying rate)	$ 9.10
Silver (per oz.)	30 3/4 d.

NOTICE TO SUBSCRIBERS.

FROM the 1st January, 1895, the Subscription to the CHINA MAIL will be as follows:—

For the Quarter.....$7.00
" Month..... 2.50

Copies of the 'CHINA MAIL' may be obtained at the Hongkong Hotel.

CHINA MAIL OFFICE, Hongkong.

A. S. WATSON & Co.,
LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS
OF
Aerated Waters.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The purest ingredients only are used, and the utmost care and cleanliness exercised in the manufacture throughout.

The water used is proved by repeated analyses to be absolutely pure.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG."
And all signed messages addressed thus will received prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER
SODA WATER
LEMONADE
POTASH WATER
SELTZER WATER
LITHIA WATER
SARSAPARILLA WATER
TONIC WATER
GINGER ALE
GINGERADE

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & Co., LIMITED,
THE HONGKONG DISPENSARY,
HONGKONG.

Hongkong, June 1, 1895. 1036

The publication of this issue commenced at 5.55 p.m.

The China Mail.

HONGKONG, WEDNESDAY, JULY 10, 1895.

THE information to hand from France, showing what action the French Government and the Lyons Chamber of Commerce are taking for the promotion of French commercial interests in the Far East, in China particularly, very naturally again raises the question as to what the British Government and the Hongkong Chamber of Commerce are doing in the same direction. On all sides it is admitted that the time has come for insisting upon an extension of Foreign trading rights in China. Up to the present, however, there have been no tangible signs that the British residents in the Far East or their official or semi-public representatives have done anything to bring about the much-desired consummation. We have been told that the Hongkong Chamber of Commerce has taken action with regard to the West River, but no details have been vouchsafed. With all respect to the Committee of that institution we think much more good would be wrought if greater publicity were given to its proposals, in order that the Foreign Press could give its cordial support. There can, we think, be little doubt that the success that has crowned Mr T. H. Whitehead's efforts in London in the interests of Hongkong Representative Government was the outcome of the moral support given that gentleman by the Colonial and Home Press. And we now see that the Lyons Chamber of Commerce, fully recognising the necessity nowadays to arouse public interest in matters of Imperial importance, have taken the Press into their confidence, and are seeking through its medium to interest the general community of France in commercial possibilities in China and Tonkin. If the time has come, as everyone is agreed it has, for knocking more persistently at the door of China in the interests of Foreign trade, it must surely be recognised as essential that the fullest publicity should be given to any new proposals and widespread public agitation adopted in order to ensure success. Something ought to be done to prevent the trade of South China finding vent by way of Tonkin. It has already been pointed out that the West River is the natural fluvial highway for the whole of the commerce of South China, and that if this important waterway were opened to traffic the districts lying beyond the furthest inland riverine ports of the Yangtse would be much better served by the West river than by the northern river. We do not think that trade on the Yangtse would be appreciably affected by the opening of the West River; on the contrary, the opening of ports on the southern river, accompanied by a more enlightened policy with relation to the internal [illegible] in China, would have a stimulating effect upon trade on the Yangtse. No time should be lost in pressing this matter to a successful issue. The opportunity might very well pass without anything substantial being done; and, the Japanese having taught the Foreign Powers a lesson of dealing with China, the most persistent pressure should be brought to bear upon the Conservative Administration at London and the effete bureaucracy at Peking which is presumed to govern this vast Eastern Empire. Of one thing British residents in the East may rest assured. No reasonable representation will be quietly passed over or pigeon-holed without searching investigation and careful consideration so long as Lord Salisbury is Foreign Minister and Mr Chamberlain Secretary of State for the Colonies. Nothing could have been more opportune than the change of Administration at Downing Street at the present juncture, for, however powerful the permanent official may be in stifling the aspirations of Britishers abroad, we doubt if he will be able now to counteract a publicly-expressed and clearly-defined agitation for improved commercial conditions between Great Britain and China. Having such an aggregation of possibilities and opportunities it will be a colossal mistake if the Foreign Chambers of Commerce in the Far East and the local branches of the China Association, working in unison with the parent Association in London, do not set to work to create an overt agitation in favour of the reforms and commercial improvements on the lines we have indicated.

WE have received a long communication from Mr Thos. W. Kingsmill, for the proprietors of the *Shanghai Mercury*, with reference to a recent article which appeared in our columns anent the dispute between the *Times* and the Central News, in the course of which article reference was made to the *Shanghai Mercury*. Mr Kingsmill assures us that the *Shanghai Mercury* is not and never was the agent of the Central News—and that, therefore, the *Shanghai Mercury* had nothing to do with the undue expansion of war telegrams, of which the *Times* very reasonably complains. We accept Mr Kingsmill's assurances, and publish elsewhere an extract from the *Kobe Chronicle* which sets forth clearly what Mr J. D. Clark (of the *Mercury*) says are the true facts of the C. N. telegrams so far as the *Mercury* is concerned. We have looked over our article of the 25th June, but beyond the ambiguity of the opening sentence we find nothing to connect the *Shanghai Mercury* with the Central News' expansions. We do say explicitly, with reference to the numerous unreliable telegrams professing to emanate from the Central News' correspondent at Weihaiwei, that 'The Central News had no representative anywhere near the spot except a *Shanghai Mercury* man who was in Chefoo—fifty or sixty miles from Weihaiwei.' This was not advanced as a reflection in the slightest degree upon the *Mercury*, and we should be sorry if it was so misconstrued. Mr Kingsmill writes a great deal about the *Shanghai Mercury* and its correspondent during the war, and reiterates that the *Mercury*, from the commencement, has sent its own correspondent as near to the seat of war as it could at its own expense. Mr Kingsmill ought to know that the *China Mail*, during the greater portion of the war, has had its correspondents as near to the seat of war as it was possible to get—the actual front; and we venture to think that their letters describing the two greatest events of the war—the taking of Port Arthur and the subsequent atrocities and the capture of Weihaiwei, were the best and most reliable that were published in any Far Eastern journal regarding these events. We are quite willing to acknowledge that the *Shanghai Mercury* sent its own correspondent as near to the front as it could, and if we said anything to the contrary in our previous article, we are now willing to accept Mr Kingsmill's correction, as we have no desire to minimise the good work performed by our contemporary, in common with the whole of the Shanghai journals, but, selecting only one instance, we must leave it to the public to judge whether, in the case of Weihaiwei, 'the front,' in the common and ordinary acceptation of the phrase, was at Chefoo or at Weihaiwei. As we said last night with reference to another Shanghai journal, we have no desire to follow the example they have set in the way of trumpet-blowing, but when these journals arrogate to themselves the most thorough telegraph systems in the Far East and brag about correspondents at the front from the commencement to the end of the war, we begin to wonder if our contemporaries forget the existence of the *China Mail*, and whether they have any idea that there are limits to public credulity. If the *Shanghai Mercury* finds any satisfaction in giving itself 'a boom,' well, let it; but it has no right to make assertions about itself without consideration for other Far Eastern journals and expect to escape criticism. Other journals in the East have done quite as much as the *Mercury*—and in some instances more—in the direction of placing authentic facts before the public with reference to the war.

LOCAL AND GENERAL.

PASSED SUEZ CANAL.

OUTWARD BOUND:—*Gellert*, May 21; *Dante*, *Gilsland*, 28; *Telemachus*, June 4; *Yanariva*, 7; *Arracan*, *Mascotte*, 11; *Mogul*, *Adowa*, 14; *Hankow*, 18.

HOMEWARD BOUND:—*Ajax*, June 4; *Strathcarron*, 7; *Clan*, *Bombay*, 11; *Serapedon*, *Ayr*, *Volute*, 14.

The O. & O. s.s. *Belgic*, with the AMERICAN MAIL of June 15, left Nagasaki on Sunday, July 7, at daylight, and may be expected here on or about Wednesday, July 10.

The P. & O. Co.'s s.s. *Kaisar-i-Hind*, with the ENGLISH MAIL of 14th June, left Singapore on Sunday, July 7, at 1 p.m., and may be expected here on or about Friday, the 12th July. This Packet brings replies to letters despatched from Hongkong on the 9th of May.

The *Empress of Japan* left Kobe on July 9 for Nagasaki, Shanghai and Hongkong.

The N. P. s. s. *Tacoma*, from Tacoma, left Yokohama on July 9 for Hongkong.

The P. M. s. s. *Peru*, with the AMERICAN MAIL of June 24, left San Francisco for this port, via Yokohama and Nagasaki on June 24.

The *Empress of China* left Vancouver for this port on June 25.

The O. & O. s.s. *Coptic* left San Francisco for this port, via Honolulu, Yokohama and Nagasaki, on July 3.

The China Mutual Co.'s s.s. *Copack*, from Glasgow, Manchester and Liverpool, left Singapore on July 6, and may be expected here on or about July 11.

The Austrian Lloyd's s. s. *Vindobona* left Singapore for this port on July 5, and may be expected here on or about July 11.

The s. s. *Chelydra*, from Calcutta and Straits, left Singapore on July 6, and may be expected here on or about July 12.

The D. D. R. s. s. *Gerda*, from Hamburg, left Singapore on July 6, and may be expected here on or about July 13.

The s. s. *Glenaven*, from Middlesborough, London and Straits, left Singapore on July 8, and may be expected here on or about July 14.

The s.s. *Ormiston* left Bombay on July 4, and may be expected here on or about July 17.

The E. and A. S. S. Co.'s s.s. *Airlie*, from Australia, left Port Darwin for this port on July 1st.

The P. and O. steamer *Aden* left London for this port on June 15.

The P. & O. s.s. *Manila* left London for this port on June 29.

*** Advertisers and contributors are requested to note that the *China Mail* goes to press at an earlier hour than formerly, and it is therefore necessary that advertisements or contributions to our news columns should be forwarded to us as early in the day as possible. Our Canton subscribers are also advised that an effort will be made to despatch the *Chi-a Mail* by the night boat from Hongkong, and that arrangements should be made to take delivery every morning. If on account of pressure of news locally, we are prevented from despatching by the night steamer, we ask our Canton subscribers to be forbearing.

THE s. s. *Empress of Japan* arrived at Kobe at 11 a.m. yesterday, and left at midnight for Nagasaki, Shanghai and Hongkong.

THE N. P. Company's s. s. *Tacoma* has arrived at Yokohama from Tacoma, and was to sail thence for Hongkong yesterday, the 9th instant.

VESSELS IN THE DOCKS:—At *Kowloon*—Para Chula Chom Klao, Kiang Tung, Nanyang.

Cosmopolitan—Taisang.

Aberdeen—(none.)

W. ROBINSON and Co. are Special Agents for all the leading English and Continental Pianoforte Manufactures.

THE *Empress of India* arrived at Kobe at 9 p.m. on Tuesday, and left at 10.30 a.m. to-day for Yokohama and Vancouver.

AT the Magistracy to-day, before Mr H. E. Wodehouse, a Chinese house-coolie was committed for trial at the sessions on a charge of having stolen $153 from an Indian merchant living in Wellington Street, in 1888.

YESTERDAY afternoon a lady at the Post Office, fumbling at the fashionable undiscoverable pockets of her dress, dropped a silver watch and chain out of her belt without noticing; a small Chinese boy picked it up, and was at once pounced on by a big chair-coolie, who appropriated the plunder *à la Russe*, and hid it under the seat of his chair. A Chinese detective happened to see the transaction, and the chair coolie is now locked up on remand pending discovery of the lady who owned the watch.

THE annual dinner of the Shropshire (53rd Regt.) was held at the Savoy Hotel, London, on May 31. Amongst those present were:—Major-Gen. J. A. Dalzell, Mr H. J. Beckwith, Lieut.-Col. Thompson, Capt. L. Bunon, Major B. M'Clintock, Major-Gen. P. H. Traill, Capts. W. Peyton, and C. Cass; Lieut. C. J. Garsia, Col. Ravenhill, Lieut. R. A. Jordan, Surg.-Gen. Hungerford, Lieut.-Col. L. A. White, Major H. Elmhurst, Capt. Arthur Haggard, and Major Ball.

MESSRS Bandinel & Co., writing from Newchwang, on the 29th June, say:—Beans are coming down more freely, and if the telegraph were open, charters could be made for Amoy and Canton. Large quantities have left in native junks for Chefoo and for parts of Shantung and Chihli where the crops are deficient. Quotations are Bean cakes, per 10 pieces, T. 4.95; Stock 28,000 pieces: Bean oil, per picul, T. 3.60; Stock 3,000 baskets; Beans, per 3 piculs, T. 3.44; Stock 63,000 piculs. These rates are likely to advance, as Beans are dearer up country.

THE latest news in local shipping circles (says the *Northern Territory Times*, published at Port Darwin) is that from June 21 there is to be a reduction of 10s per ton in the freight rates on goods between Port Darwin and Adelaide. The China Navigation Company appears to have led the way in the adoption of the new tariff, and on Monday last (17th June) the local agent for the E. & A. S.S. Company received a telegram advising a similar reduction in freights on goods carried by the steamers of that Company. Evidently a 'rift in the lute' somewhere.

FOR three months or more, the defences of Hongkong have been undergoing depletion of an alarming and remarkable kind; the buoys, chains, cables, and other gear off the Torpedo Depot at Kowloon and the submarine mines near Stonecutters, have been disappearing mysteriously. Police Inspector Witchell yesterday found about 86 fathoms of chain cable in a Chinese junk at Yaumati, and soon got on the track of the missing buoys. It is stated that the thieves actually lifted up a submarine mine in 6 fathoms, cut off all the cable close, and dropped the mine again. It was not loaded. One of the culprits was brought before the Magistrate to-day, and remanded.

THE Rev. John and Mrs Parker, who have been appointed as a deputation from the London Missionary Society to visit the Australian colonies, are visiting New South Wales at present, giving addresses on their work in Mongolia and China. They have already visited Victoria and South Australia, spending a month in each colony, and considerable interest was aroused in their visit. They have been located at Chao Yang, beyond the Great Wall, and not far from the Mongolian Plains. Mr Parker has been carrying on his work for five years, having joined the late James Gilmour not many months before his death. With Mrs Parker, who before marriage spent several years in missionary work at Amoy, he was obliged to leave his post on account of the war between China and Japan. Now that the fight is over, says an Australian contemporary, he will return to his old field of labour, on the completion of his Australian tour.

DISCUSSING the designs of Russia, as evidenced by the rapidity with which the construction of the grand Siberian railway has been pushed forward, the *Chinese Mail* (*Wah Tsz Yat Po*) advises the Chinese Government to make a countermove by placing strong guards on the northern frontier, and by colonising the northern frontier districts. There are many unemployed people in the provinces, who are constantly giving the Government trouble, and if these were moved to the frontier districts, which are as yet hardly developed, a double purpose of getting rid of these undesirable characters and of populating those places, at which Russia is looking with covetous eyes, would be served. Moreover, the Government is supporting, at a great annual cost, hordes of bannermen, who are the defenders of the provinces in a nominal sense only, and who, while increasing in number daily, are a perpetual charge on the Government. These might with advantage be transported also to those places. Our contemporary urges the Government to pursue a vigorous policy to check the aggressiveness of Russia instead of viewing events with fatalistic indifference.

RACHALS' PIANOS—The finest in the World—Touch and tone unequalled. Sole Agents, W. Robinson and Co.

WE learn from Australian exchanges that one ballot box was accidentally destroyed by fire at the recent Inverness-shire bye-election.

WE are informed by the Secretary of the Chamber of Commerce here that the Government have received a telegram stating—'Entrance to Amoy harbour is now free of Torpedoes.'

THE master of the steam-launch *Wing-lee* was fined $10 by the Magistrate to-day for keeping his vessel alongside Bank Wharf and thereby obstructing traffic for over half an hour yesterday.

THE long-needed work of removing the dangerous wrecks at the approaches to Shanghai is at length being done; and shipmasters are warned (by a Customs notification which is given in our advertising columns) to keep a look out for blasting operations there.

A COOLIE who had been in the employ of Mr E. A. Measor's laundryman lost his situation recently, but went nevertheless to Mr Measor's house and collected the clothes for washing as usual. He was caught in the act of offering them for sale, and has now been sent to prison for six months.

THE *Chinese Mail* (*Wah Tsz Yat Po*) says that the salt-fish lekin revenues of Kwang Chow, Sunu Chow, Wai Chow and Yang Chow have been farmed out to some merchants at Canton at an annual contribution of $60,000 to the Government. The farmers are entitled to erect seventeen lekin stations and to levy lekin tax on salt-fish at the rate of six canderenes per picul.

WE learn from the *Chinese Mail* (*Wah Tsz Yat Po*) that the Tartar General of Kwang Tung, Kai Shut-tang, died at Canton on the 6th instant at the advanced age of seventy years. Last year he went to Peking to congratulate the Empress Dowager on her sixtieth birthday. Upon his return to Canton this year he was summoned to Peking to be placed at some other post, and he was waiting for the arrival of his successor when he died. By a telegraphic order from Peking, Viceroy Tan Chun-lin is to take up his post *pro tem.*

We regret to learn that Capt. Hall Jackson, formerly commanding the steamer *Kutsang*, died at Plymouth on the night of 25th May. It may be remembered that Capt. Jackson was in Hospital here for some time, and went Home by the *Oceanic*. He died of abscess on the liver, after two operations had been performed. As an old resident in Hongkong, Capt. Jackson's death will be regretted by a large circle of acquaintances. He was genial, quiet and very highly esteemed by all who knew him. He leaves a widow and three children.

THE manager of the New Victoria Hotel was summoned before the Magistrate to-day on a charge of selling intoxicants within prohibited hours, namely after midnight on the 9th July. Mr H. L. Dennys appeared in defence. The evidence of Police Constable Macaulay was that there were about a dozen men in the hotel about 12.30, most of them about the bar, drinking, and some of them had two rounds of drinks served between 12.15 and 12.40; payment was made in cash. Chinese boys were serving. The evidence of Mr Farmer, the manager, was that a billiard tournament was in progress last night, and was not finished until after midnight, so that several persons stayed; but the bar was closed at twelve, and no drinks served afterwards as far as he knew. It was not impossible that drinks might be served without his knowledge. The case was remanded until Thursday, 11th July.

THE Australian mail brings good news of the Londonderry mine at Coolgardie, which was reported to have given out after having been taken over by a Limited Liability Company at an enormous price. The rich shoot which cut out suddenly on the surface, has been picked up again at the 100 ft. level. A correspondent telegraphs to the *Sydney Morning Herald*:—'The drive was carried 23ft. south of the Golden Hole when, last night, immensely rich stone was met with in the floor of the drive. The news of the discovery is believed to be too good to be true; but an inspection of the workings shows that there is no doubt as to a continuation of the wonderful surface shoot having been met with. Rich stone was struck 23ft. south from the main shaft in the floor of the drive, and has been driven into for 7ft., the gold slowly rising all the time, until now it reaches to the roof of the drive. Last night stone estimated to carry a thousand ounces was bagged in the workings. To-day it is estimated that nearly twice this quantity has been bagged. The face glistens like a jeweller's shop, but while, like the Golden Hole, some of the gold is very coarse, especially in the cleavages, the bulk of it has become finer. It is so evenly distributed that the stone has a golden or amber tinge. It is evenly scattered all through the matrix. Stone broken in any direction bears the same appearance. How big the shoot will prove at this level it is impossible to say, but it is evident that the shoot which faulted south will not now be followed. The Londonderry has been replaced in its old position as one of the very rich mines on the field. There seems little doubt that the richest gold mines are south from the main workings and as the find was lodged 300ft. from the boundary, it greatly endorses the value of the south block. Coming on top of the rich development in the Wealth of Nations mine, the discovery has caused a great stir locally. There is much stone in the safe from the Londonderry new find, one-third being gold.' There is evidently a lot of gold in the Coolgardie district. The crushing of 69 tons of stone from one mine yielded recently 164 oz. gold, and another crushing of 120 tons produced 1016 oz. A big rush has taken place to a spot about sixty miles south of Coolgardie where forty claims are said to be getting seven ounces daily.

W. Robinson and Co. make a special feature of Selling Pianos and Organs on the Easy-Payment system.

THE opium convictions at the Magistracy to-day were unusually numerous; one fine of $250 or three months, one of $35 or six weeks, one of $25 or six weeks, two of $5, and five of $2 each.

WE understand that the members of the Hongkong Fire Brigade intend to present their retiring Superintendent with a piece of plate as a token of esteem. No inkpots need apply!

A CHINESE contractor who employed a gang of coolies with wheelbarrows of the ear-piercing unoiled sort, was fined $5 by the Magistrate to-day. If the old-fashioned penalties for unholy language were still in vogue, it would pay the Government to let the wheelbarrows squeak.

SOME Chinese seem to have no idea that the Hongkong roads cost money. It is customary, for instance, to load hand-carts with heavy timbers and then roll them down a steep hill, with the ends of the beams trailing on the road and two or three coolies sitting on them to check the speed. This would no doubt be a useful system for crushing quartz (to extract gold which never exists), but when used on the roads it simply extracts silver from the ratepayers' pockets to repair the roads constantly. To prosecute the coolies would be of little use; the lowest class of Chinese are so accustomed to officials' extortions in China that they usually endure with meek indifference, not taking much interest in the pretext alleged by the official who makes them pay. The coolie classes can only be taught such matters through their employers. The employers of these cart-coolies are therefore being one by one gathered into the net of the P. W. D. and police. One contractor to-day was fined $5 by the Magistrate, and was further ordered to pay $10 expenses of repairs made necessary by the carelessness of his coolies. His excuse was 'It was only a piece of wood touching the road; if we don't do that, we should have to put on coolies enough to hold the cart.'

SERIOUS CHARGE AGAINST THE POLICE.

At the Magistracy to-day, Mr H. E. Wodehouse, Coroner, resumed the inquest on the body of a young Chinese boy who is said to have been killed by a police constable at Wanchai on the 29th June. Inspector Butlin was in charge of the case.

Lo Cheung, recalled, said that it was a Chinese constable who struck the deceased. Witness was present, but could not identify the constable now. Could not be sure whether the time was before or after 10 a.m. (when the policeman on the beat would be relieved). He was inclined to think it was later, and so must have been the new constable; but he was very uncertain indeed.

Inspector Butlin stated that on the 29th June, a report was made to him that a Chinaman was very ill on the Praya East, too ill to give his name or to speak at all. Witness sent the ambulance and it returned in fifteen minutes, with the man inside, quite dead. The body was thereupon removed to the mortuary. During the afternoon, an old woman identified the deceased as her son. Witness was then told that the deceased had been struck by the constable on duty at the 'Long Pier,' first a blow in the face, and then one in the ribs, with his fist. The deceased fell into the side-channel, and the constable passed on. Witness was told this by a man who said he had been with the deceased. Witness asked why he had not made a report to the police at once, and the man said he did not know what to do.

His Worship adjourned the case for a week.

Inspector Butlin asked that the witnesses should be put under bonds to appear when wanted; they were all poor people, mostly employed in different junks, and were unwilling to spend day after day in court, and it was very difficult to get them to come.

His Worship—No, I will not bind them over, for they may not be wanted again. So far there is no evidence to make a case, and if there is no further evidence after this it will not be necessary to go on with the enquiry.

THE Austrian Lloyd's mail steamer *Semiramis* left Alexandria on Tuesday, May 28, at 9 a.m., and arrived at Trieste on Friday evening, May 31, at seven o'clock, performing the voyage in eight-two hours, including the stoppage at Brindisi.

ONE of the American papers has been drawing a picture of the future in Asia. The following lines which appear at the head of the article sufficiently explain its contents:—

ASIA FREE.
BATTLE OF THE HIMALAYAS.
CHINA INVADES INDIA AND DRIVES OUT ENGLAND.
UNITED ASIA THREATENS EUROPE.
TEN MILLION CHINKS WITH MAGAZINE RIFLES.
Camps Protected by Electric Guards and Night Turned to day.

There is, of course, one more line—'Our Correspondent There.' No precise date seems to have been fixed for these startling events.

WE have received a most interesting report upon the epidemic of bubonic plague in Hongkong during the year 1894. Plague is perhaps the one disease of which we have an authentic description at periods of time coming down from 430 B.C. to mediæval times (1348), and so through the Great Plague of London (1665-66) to this last epidemic in 1894. The character of the disease seems not to have altered in any way since the time of Thucydides. The sudden invasion and the other symptoms, the buboes and hæmorrhages, are all as plainly marked in the Hongkong epidemic as they were in Athens 2,500 years ago. There is one similarity between the epidemic at Athens and the plague of 1665 which we do not find mentioned in Dr. Lowson's report of the Hongkong epidemic, so perhaps the same conditions did not obtain—i.e. the absence of other diseases. A great deal has been said of the heroism of the military in cleaning out and pulling down infected houses, and we would be the last to make little of their bravery; for to face an unknown danger and one invested with a nameless horror, as is the plague, to a non-professional mind is a far higher act of bravery than the facing other sorts of physical peril. Still, we think that the manful way in which the various medical officers, nurses, and hospital officials stuck to their work deserves no less recognition, although it was no more than their duty.—*Lancet.*

BANJOES, Guitars, Mandolines, Autoharps, Violins, also Strings and fittings for sale at W. Robinson and Co.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL.']

PARLIAMENTARY NEWS.

Parliament has been dissolved; the new Parliament is summoned to meet on August 12th.

THE APPROACHING ELECTIONS.

The majority of the elections will be held on Saturdays and in London on Mondays.

RUSSIA AND CHINA.

The Russian Press in discussing the Russian-Chinese loan disavows that Russia seeks any political advantage, but ascribes it to her desire to be on friendly relations with her great neighbour.

THE BRITISH GUARD AT ANPING.

We learn from Anping, on excellent authority, that there has been a good deal of what, at first blush, appears to be somewhat ungenerous treatment of the British guard landed from the warships and sent so urgently from Hongkong. When the foreign residents refused to accept the offers of a free passage to a place of safety by a British warship, and clamoured for a guard to stay and defend them and save them the trouble of removing themselves, or at some other stage of the defensive operations at Anping, that 'outpost of civilisation and British prestige,' it was arranged that the steam-launch *Anping* should be armed and manned by the British Naval authorities for the defence of the residents. The launch cost, according to our information, $4000 originally, and her owners charged the Naval authorities $400 per mensem for hire during the time she was patrolling the Harbour in the interest of the Foreign residents and keeping up communication with the ships in the roadstead. This means that when the Navy detaches a force, thereby weakening itself, in order to lend men and weapons to a small community of but limited importance, the Navy has to pay through the nose for the privilege. 'You stay and fight for me, and pay me $1 an hour for letting you do so.' When a guard of Royal Marines had to be sent ashore, the Chinaman who undertook the task sent in an extortionate bill for the use of his boats, which had been lying idle and would have remained unemployed but for the arrival of the British warships. And when the guard did get on shore, the residents extended a gushing welcome to their gallant defenders, and over-brimming with generous hospitality and gratitude gave them beer at 50 cents a bottle, no chits. Provisions, it need hardly be said, went up proportionately! No wonder the gunboats left as soon as possible; and as long as they were unable to leave, they supplied water from the steam condensers to the guards on shore—a most tedious and troublesome process—rather than leave them at the mercy of the residents. The officers in command of the various detachments from the ships were exceedingly well treated by the Foreign merchants, treated with the greatest hospitality, gratuitously; it was only where the British navy and the men of the detachments were concerned that there appears to have been any ground for grumbling. Of course, we have heard only one side of the story, and it is just possible that the Anping refugees may wish to give their version of the incident. We shall be glad to publish a contradiction to the above statements if they are incorrect; but we may say that we have our information from the very best sources, and that much indignation is felt in the Services over the business-like acquisitiveness with which the gallant defenders of British prestige were welcomed in South Formosa, the more so when they find Hongkong and Shanghai journals attempting to work up a sensation over the action of the British Admiral in withdrawing his ships. It must not, of course, be presumed that we connect the two facts—the withdrawal of the men-of-war and the reception of the British guard by the small community they were sent to defend. All we mean to imply is that we are astonished to learn any cause for complaint should be given by a Foreign community placed in such circumstances as the residents of Anping and Taiwanfoo, and as we have already said, we shall be glad to publish any contradiction or explanation of the statements made to us from the other side, provided the contradiction comes from an authentic source.

At Tamsui a different spirit was exhibited. Mr Cass, with that truly British spirit he always displays, placed a launch, free of charge, at the disposal of the Naval Authorities, and the whole of the Foreign community vied with each other in treating the officers and men in the most hospitable spirit. We are informed that some of the North Formosa Consuls have gone the length of sending Home boxes of tea as presents to the relatives of the men composing the British guard during the troubles at Hobé and Tamsui.

THE Queen has granted unto John Milne, Esq., her Majesty's Royal license and authority that he may accept and wear the Insignia of the Order of the Rising Sun of the Fourth Class, which his Imperial Majesty the Emperor of Japan has been pleased to confer upon him in recognition of his services while employed beyond her Majesty's dominions in his Imperial Majesty's service.

PIANOFORTES tuned—Singly or by yearly contract—High class work—W. Robinson and Co.

INDO-CHINA S. N. CO.

The Board of Directors submitted the following Report for the year 1894:—

Notwithstanding the destructive war in which China has been engaged for the last five months of the year, it is very gratifying to be able to report that 1894 has been a prosperous year for the Company. This is mainly due to the fact that hostilities were localized in the Northern districts, Manchuria and the Yellow Sea, and that the Japanese abstained from interference with the trade of the Treaty Ports, or with that of the River Yangtsze.

The net earnings of the Steamers amount to £91,672 5 1, and this has enabled the Board to make increased provision for their reduction in value, by crediting £35,831 to Depreciation Account. The assets have been written down to 2/1 per dollar, which it is hoped will prove sufficiently low, the Exchange being now higher. This, however, has cost £7,885 10 7, while the Exchange Reserve of £13,501 10 9 referred to in last year's Report has also been written off. The Auditors have required £1,000 to be placed to a Suspense Account in connection with some liabilities of the steamer *Kow Shing*, full details of which have not yet been received from China.

The balance at credit of Revenue Account is £42,287 6 4, and it has been decided to propose a dividend of 8 per cent. for the year, which will absorb £39 671 4 0, leaving £2,616 2 4 to be carried forward.

The claims to be met on Underwriting Account have not been important, and this account has now a large balance at credit to provide for contingencies. The first of these will be the total loss of the River Steamer *Tai Wo*, which took place on the 14th January, on the Centaur Shoal in the estuary of Yangtsze. A larger and more suitable vessel is now being built in the Clyde to replace the *Tai Wo*, and in the meantime the steamer *Taku* has been altered and fitted for the River trade, in which she is now employed. One of our smaller steamers on the River, the *Kung Wo*, has recently been sold to the Chinese authorities.

The lamentable destruction of the steamer *Kow Shing* on the 25th July, 1894, with an appalling loss of life, attracted universal attention, and has led to much public discussion, legal and otherwise. At present the Board are precluded from saying more than that, under the direction of Her Majesty's Government, they are preferring a claim on the Chinese Government, (the Charterers), as compensation for the loss of the vessel, for the lives lost among the crew, and for the suffering and peril undergone by the few survivors.

To supply the vacancy caused by the disappearance of the *Kow Shing*, the Board have contracted for a steamer to be built at Aberdeen, specially adapted for the Tientsin trade, in which it is expected she will be ready to take her place at the opening of next year's season.

The increasing requirements of the China Coast trade, and other remunerative employments now offering, render it necessary to provide additional tonnage, in order that the position of the Company in the trade may be maintained. The Board propose to meet this demand as may appear requisite, by building or purchasing vessels suited to their purpose, and in some cases by substituting larger vessels for the older and smaller ones.

The Woosung Bar continues to be a most troublesome obstacle to shipping, and it is very urgent that its regulation should be taken in hand by the Chinese authorities. The Peiho and Yangtsze have been much in their usual condition, but on the latter the authorities removed the buoys through apprehensions of an attack. On the River Min at Foochow steamers were not allowed to proceed higher than Sharp Peak.

THE EXPANSION OF TELEGRAMS

Mr J. D. Clark, the editor of the *Shanghai Mercury* who arrived here (says the *Kobe Chronicle* of the 21st ult.) by the *Saghalien* on Wednesday, for a brief visit, called upon us yesterday with reference to the discussion concerning the expansion of telegrams. He assures us that no telegrams whatever originating in Japan were forwarded by him to the Central News, and that he only acted for the Central News as regarded Shanghai, Chefoo, Peking, &c. All the telegrams published in the *Shanghai Mercury* were from a correspondent at Yokohama, and were paid for, but whether these were the same as the despatches received by the Central News in London Mr Clark does not know. We willingly give publicity to this statement by Mr Clark, but, as will be seen, it does not touch the main point at issue, which is the question of expansion. From the very first we pointed out that there was no reflection whatever upon the editor of the *Shanghai Mercury*, who, even if he were the medium through which the Central News telegrams were sent, had no responsibility for their manipulation when they reached London. As we have already pointed out, it matters nothing whether the Wei-hai-wei telegrams from Tokio passed through the hands of the Central News correspondent at Shanghai or were forwarded by the telegraph companies. What appears to us clear is that the dispatches issued by the Central News were based on the same telegrams that the *Shanghai Mercury* received, though Mr Clark was, as he states, quite unaware of the connection.

THE CASE OF THE 'YARRA.'

It is practically certain that there will be litigation over the detention of the *Yarra* in Colombo. The steamer was detained a matter of nearly nine days through no fault of her own, and there is little question that the Ceylon Government will be called upon to pay for the detention, as also for the engineering work that was entailed in clearing the *Yarra's* propeller of the dredger's cable that got round it. The latter work was entrusted to Messrs Walker, Sons & Co., whose bill to the M.M. Company has been forwarded by M. Reinat, the agent of the Company, to the local Government, and Government has replied acknowledging the receipt of the claim, and stating that the bill has been forwarded to the Master Attendant for his report. This claim, of course, is not the only one the M. M. Company will have to make, but simply a preliminary one. For every day's delay there is in the delivery of the mails the Company has to pay to the French Government (under the terms of their subsidy) a sum of £200, and the French local agency makes out against the *Yarra* (counting from the last day's grace) a dead delay of five days in regard to mail transport. This will form the subject of an action later unless the Ceylon Government at once admits all claims and settles them. There is, however, little likelihood that the local Government will fight any claims that are made. The accident to the *Yarra* seems to have been the result of the carelessness of someone locally, and the French company are determined to get redress for it. It is alleged, we believe, that the fault lies with the Harbour Engineer's department, as the skipper of the dredger moored his vessel in a way contrary to orders from the pilots.—*Times of Ceylon.*

NEWS BY THE AUSTRALIAN MAIL.

THE 'ELBE' DISASTER.

London, June 17.—The Board of Trade has concluded its inquiry into the cause of the collision between the North German Lloyd's steamer *Elbe* and the steamer *Crathie* of Aberdeen, which occurred in the North Sea on the morning of 26th January, when the *Elbe* sank and nearly 400 lives were lost. The Court held that the disaster was due to faulty navigation on the part of the *Crathie*, and that the mate of that vessel was alone to blame.

FIRES IN LISBON AND NEW YORK.

London, June 18.—The Portuguese Chamber of Deputies at Lisbon has been burned down. The fire was caused by the carelessness of some workmen who were repairing the building, and who left a brazier on the roof. A quantity of national archives which were stored in the Chamber were consumed.

London, June 17.—Jacob's Theatre, New York, has been destroyed by fire. The damage is estimated at 250,000dol.

TERRIBLE SECRET SOCIETY DISCOVERED IN NEW YORK.

London, June 17.—The police authorities in New York have become aware of the existence in that city of a 'suicide club'—a society the members of which under certain conditions take their own lives. Investigations have been made as to the doings of this club, and so far it has been ascertained that during the present year no less than five of its members have committed suicide.

A GREAT TEMPERANCE CONFERENCE.

London, June 17.—On Sunday evening 200 lady temperance delegates, who have come to London to attend a Temperance Conference, addressed London congregations on the temperance question. Most of these ladies are visitors from the United States, and they have brought with them a petition signed by 2,000,000 women, urging temperance legislation. The conference will be held during the present week.

MR WILLIAM O'BRIEN, M.P.

London, June 13.—Mr William O'Brien, M.P., has been adjudged bankrupt for the non-payment of certain law costs.

COLONIAL GOVERNORSHIPS.

London, June 12.—Sir William Robinson, Governor of Western Australia, is about to retire on a pension.

London, June 16.—It is believed that Sir William Robinson will temporarily succeed Sir John Terence O'Brien, K.C.M.G., as Governor of Newfoundland.

DEATH OF A SPANISH STATESMAN.

London, June 13.—The death is announced of Senor Manuel Ruiz Zorilla, the Spanish statesman, at the age of 61.

CONGRESS OF NAVAL ARCHITECTS.

London, June 12.—Lord Brassey is presiding at an international congress of naval architects now being held in Paris at the Institution of Naval Architects.

DEATH OF SIR SAMUEL WILSON.

London, June 12.—The death is announced of Sir Samuel Wilson at the age of 63, after a protracted illness.

MR GLADSTONE ON ARMAMENTS.

London, June 12.—Mr Gladstone denounces as insane the strain caused by modern defensive armaments.

THE TROUBLE AT JEDDAH.

London, June 12.—Great Britain, France, and Russia have demanded from Turkey an indemnity for the outrages inflicted upon the foreign Consuls at Jeddah. They also require the disarming of the Bedouins. The Turkish Government pleads that the disarming of the Bedouins would be a difficult matter to carry out.

BRIGANDS IN EUROPE.

London, June 6.—Mr Vicars, an officer attached to the British Legation at Athens, together with a party of friends, has had a thrilling adventure with brigands at Larissa. The party, after being in dire peril for some time, succeeded in making good their escape.

London, June 16.—A band of brigands made a raid on the village of Waltsche, in Albania, a district of Turkey, during the absence of most of the male portion of the inhabitants. The brigands endeavoured to capture a number of women, who made a brave resistance. Nine women were killed.

THE AILESBURY HEIRLOOMS.

London, June 14.—The Court of Chancery to-day gave judgment in the suit in which the Marquis of Ailesbury sought to recover from Lady Mabel Sievier (sister of the late Marquis of Ailesbury, and wife of Mr Robert Sutton Sievier, formerly known in Australia as the 'cash' book-maker), certain heirlooms alleged to be in her possession. The Court ordered Lady Mabel Sievier to surrender 18 of the heirlooms in question, and to pay the costs of the suit.

A COLLIERY ON FIRE.

London, June 10.—A colliery disaster is reported from Germany. A fire broke out in the workings of a coalmine near Breslau, Silesia, to-day, and it is feared that much loss of life will ensue. There were 400 miners below at the time of the outbreak, and of these only 40 have been rescued up to the present.

June 11.—All the miners who were imprisoned in the workings of the colliery near Breslau have been rescued with the exception of 15 men who were suffocated by the fumes.

TORTURES IN A CATHOLIC ASYLUM.

London, June 10.—Horrible revelations have been made as to tortures inflicted upon the inmates of a Roman Catholic asylum at Aix-la-Chapelle, in Prussia. It is alleged that patients in the asylum have been bound and submerged head downwards in icy water until they were partially drowned, when they were revived and again subjected to the same cruel treatment.

ANNIVERSARY OF WATERLOO—ACTION OF THE EMPEROR WILLIAM.

London, June 17.—The Emperor William of Germany has sent to the First Regiment of Royal Dragoons, of which he is an honorary colonel, a wreath in memory of the battle of Waterloo, to-morrow (18th June) being the anniversary of that event.

A NEW ATLANTIC LINE.

London, June 8.—The *Manchester Guardian* states that the Canadian Pacific Railway Company intends to inaugurate a fast mail service between Liverpool and Montreal, Canada, next summer, to which it is understood, the Imperial Government will grant a subsidy of £50,000. The steamers of the new line are to be of a type similar to the most powerful vessels of the Cunard line, and their construction is to be ordered immediately.

London, June 14.—During his visit to Winnipeg, in Manitoba, Mr J. G. Ward, Colonial Treasurer of New Zealand, had an interview with the directors of the Canadian Pacific Railway Company, who have decided to inaugurate next summer a fast mail service between Montreal and Liverpool. Mr Ward promised to recommend his Government to grant a subsidy for a Pacific service connecting with the Atlantic line on condition that the Canadian Pacific Railway Company run a direct line of steamers to New Zealand. As the result of the interview the company has submitted an advantageous offer in this direction.

THE VANCOUVER MAIL SERVICE.

London, June 18.—Mr J. G. Ward, Colonial Treasurer of New Zealand, who is at present on a visit to Canada, will sail on his return to New Zealand by the Canadian-Australian liner *Warrimoo*, which is to make a special trip from Vancouver to Auckland, with the object of testing the time required for the passage, in the event of the new Pacific mail liners making Auckland a regular port of call.

RUBBISH!

London, June 11.—The Paris *Gaulois* states that China allows France to occupy a port in the Pescadore Islands, and possibly the whole group. China will also assist France in suppressing piracy in Tonquin.

MR. GLADSTONE AND PRINCE BISMARCK.

London, June 16.—It was recently announced that the friends of Mr Gladstone, who is in Germany for the purpose of attending the opening of the Baltic and North Sea canal, were endeavouring to arrange for a meeting between that statesman and Prince Bismarck. It is now announced that owing to the delicate health of both gentlemen the interview cannot take place.

CRICKET IN ENGLAND.

London, June 14.—In consequence of the fine weather which has prevailed of late the wickets on which the various county matches are being played are very fast, and enormous scores have been made in several contests. Since the opening of the season the 'century' has been reached 50 times in first-class matches. In the match Gloucestershire v. Kent, Dr W. G. Grace made 125, this being his fifth century this season. In the match Middlesex v. Sussex, played at Brighton, Mr R. S. Lucas scored 185, and Sir T. C. O'Brien 202. R. Abel, playing Surrey against Lancashire at Manchester, scored 157.

INTERNATIONAL CURRENCY.

London, June 13.—The German Federal States are mostly hostile, or indifferent, respecting the desirability of summoning an international conference to discuss the currency question.

BIMETALLISM.

London, June 15.—At the Bimetallic Conference which has been sitting at Memphis, in the State of Tennessee, U.S., a resolution has been carried in favour of the unlimited coinage of silver, without waiting for an international agreement.

THE CHINESE LOAN.

London, June 10.—Much irritation has been displayed in Germany at the action of Russia in placing in Paris the Chinese loan of 400,000,000 francs (£16,000,000), which is to provide the first instalment of the amount of the indemnity payable by China to Japan. This action of Russia is regarded as being disloyal to Germany.

TERRIBLE EXPLOSION IN YORKSHIRE.

London, June 16.—A terrible disaster has occurred at the ironworks of Messrs Walker and Maynard, at Warrenby, in Yorkshire. Thirteen boilers exploded, wrecking the works and killing nine of the employees. Twenty others were seriously injured.

A DUCAL MANSION DESTROYED IN SCOTLAND.

London, June 14.—Mar Lodge, Braemar, near Balmoral, the residence of the Duke and Duchess of Fife, has been destroyed by fire. Her Majesty the Queen, who was staying at Balmoral Castle at the time, witnessed the fire.

THE TESTIMONIAL TO DR GRACE.

London, June 12.—The Marylebone Cricket Club, which is managing the national testimonial now being raised to Dr W. G. Grace, the cricketer, invites subscriptions from Australia towards the fund.

London, June 15.—The fund initiated by the London *Daily Telegraph* towards the national testimonial to Dr W. G. Grace, the veteran cricketer, and in which the subscriptions were limited to 1s, now amounts to 21,000 shillings (£1050). Lord Rothschild contributed 1000 shillings. Subscriptions have been received from the Marquis of Salisbury, Mr Joseph Chamberlain, M.P., and the Duke of Cambridge. A network of collecting centres has been arranged throughout the country.

London, June 18.—The Marylebone Cricket Club has subscribed 200 guineas to the fund for a national testimonial to Dr W. G. Grace, the cricketer.

BRITISH POLITICS.

London, June 27.—Hon. J. Chamberlain takes the Colonial Secretaryship, in the Salisbury Ministry, in place of Lieut.-Col. C. E. Warde, a Conservative.

The Rt. Hon. W. E. Gladstone will not take any part in the ensuing elections.

Liberal candidates are scarce, and a big Conservative victory is generally anticipated.

HONGKONG SHARE MARKET.

Messrs Chater and Vernon, in their share report for to-day's mail, say:—

The market has ruled very inactive and we have nothing of importance to report.

BANKS.—Hongkong and Shanghais have remained steady with fairly large sales at 186 per cent prem. for cash and at 192 and 193 for August and September. Nationals are rather weaker, with no business to report.

MARINE INSURANCES.—With the exception of Unions, which are enquired for in a small way at the increased rate of $164, we have no change or business to report.

FIRE INSURANCES.—Hongkongs are still changing hands at $ 95 and shares could still be placed at the rate. Chinas continue neglected.

SHIPPING.—Hongkong, Canton, and Macaos have ruled weak, and shares on offer at $31½ have failed to find buyers. It is rumoured that the Company will pay the same dividend as last half year, i.e., 6 per cent. Douglas's have found further buyers at $50, and a few more shares are on offer at that rate. We have nothing to report in other shipping stocks. The Indo-China report shows a net profit on earnings of the steamers of over $910,000.

REFINERIES.—Continue neglected.

MINING.—Punjoms, with a second bad result of the cyanide process, have ruled weak; sellers vainly offering shares in the early part of the week at $5.90, the rate quickly fell to $4.75, at which rate shares are obtainable.

MISCELLANEOUS.—Docks have continued quiet, and offers to sell at 105 per cent. prem. have met with no response; the market closes weakish. Lands continue to find small investing buyers at $69½ and remain steady at that. Watsons show signs of weakness at $93. Electrics continue on offer at $4.85 and sales of Fenwicks are reported at $15. Ropes have been negotiated and are still wanted at $125.

OWING to increase of Business, W. Robinson and Co. have removed their Piano and Organ showrooms to Connaught House—large stock—low prices.

HONGKONG REGISTER.

	Previous day at p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.78	29.81	29.75
Temperature	86	85	84
Humidity	74	79	79
Direction of Wind	WSW	SW	SW
Force	1	1	2
Weather	0	0	0q
Rain	—	—	—

Highest open air temperature on the 9th.....87
Lowest open air temperature on the 9th.....80

F. G. FREE,
First Assistant.

Hongkong Observatory, July 10, 1895.

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON, $499.
Excellent accommodation. First class Table. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK, $350.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA, $225.
Rates of Passage to other Points on application.
Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

Victoria.....	3,167	Tuesday	July 16.
Tacoma.....	2,549	Tuesday	Aug. 6.
Hankow.....	3,594	Tuesday	Aug. 27.
S.S.....		Tuesday	Sept. 17.
Victoria.....	3,167	Tuesday	Oct. 8.
Tacoma.....	2,549	Tuesday	Oct. 29.
Hankow.....	3,594	Tuesday	Nov. 19.

THE Steamship *VICTORIA*, Capt. J. PANTON, R.N.R., sailing at Noon, on TUESDAY, the 16th July, will proceed to VICTORIA, B.C., and TACOMA, *viâ* SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and *one copy must be sent forward by the steamer* to the care of The Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, June 26, 1895. 1178

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
NAPLES, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Bayern.....	Monday	July 22.
Preussen.....	Monday	August 19.
Sachsen.....	Monday	Sept. 16.
Gera.....	Monday	Oct. 14.
Prinz Heinrich...	Monday	Nov. 11.
Preussen.....	Monday	Dec. 9.
Sachsen.....	Monday	Jan. 6.
Gera.....	Monday	Feb. 3.

ON MONDAY, the 22nd day of July, 1895, at 3 p.m., the Company's Steamship *BAYERN*, Capt. SCHMOLDER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, *calling at* NAPLES and GENOA.

Shipping Orders will be granted till Noon, on SATURDAY, the 20th July. Cargo and Specie will be received on board until Noon, on MONDAY, the 22nd July, and Parcels will be received (at the Agency's Office) until Noon, on SUNDAY, the 21st July. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.00, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.
Linen can be washed on board.
For further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, June 28, 1895. 1119

PRIVATE BOARD and RESIDENCE for LADIES and GENTLEMEN. Special attention to Ladies' comfort. Accommodation for Table Boarders. Central situation.

MRS. MATHER,
2 and 3 Peddar's Hill.

Hongkong, July 24, 1893. 1287

GRIMAULT'S SYRUP
OF
HYPO-PHOSPHITE of LIME
FOR DISEASES OF THE CHEST

All suffering from **Catarrh, Consumption, Obstinate Coughs or Colds** and those affected with diseases of the **Chest, Lungs and Bronchial Tubes,** should take

GRIMAULT'S SYRUP of HYPO-PHOSPHITE of LIME

Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medecines have failed.

Grimault's Syrup immediately arrests the Cough, Spitting of blood and Nightsweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.

Grimault's Syrup has a rose colour, and is sold in flat oval bottles. **Beware of Imitations.**

GRIMAULT & Co, Paris. Sold by all Chemists

For Sale by A. S. WATSON & Co., *Chemists.*

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgic (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... SATURDAY, July 20, at noon.

Coptic (via Nagasaki, Kobe, Inland Sea and Yokohama)... THURSDAY, Aug. 8, at noon.

Gaelic (via Nagasaki, Kobe, Inland Sea and Yokohama)... TUESDAY, Aug. 27, at noon.

THE Steamship *BELGIC* will be despatched for SAN FRANCISCO, *viâ* NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 20th July, at Noon, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, June 18, 1895. 1135

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Peru (via Nagasaki, Kobe, Inland Sea and Yokohama)... TUESDAY, July 30, at noon.

City of Rio de Janeiro (via N'saki, Kobe, Inland Sea, Yokohama & Honolulu) SATURDAY, Aug. 17, at noon.

City of Peking (via Nagasaki, Kobe, Inland Sea and Yokohama)..... SATURDAY, Sept. 7, at noon.

THE U. S. Mail Steamship *PERU* will be despatched for SAN FRANCISCO, *viâ* NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on TUESDAY, the 30th July, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, *viâ* Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, July 9, 1895. 1258

Intimations.

KEATING'S POWDER.
KEATING'S POWDER.
KEATING'S POWDER.
KEATING'S POWDER.
KEATING'S POWDER.
KEATING'S POWDER.

This Powder, so celebrated, is utterly unrivalled in destroying BUGS, FLEAS, MOTHS, BEETLES, and all Insects (whilst perfectly harmless to all animal life). All woollens and furs should be well sprinkled with the Powder before placing away. It is invaluable to take to the Seaside. To avoid disappointment insist upon having "Keating's Powder." No other Powder is effectual.

KILLS { BUGS, FLEAS, MOTHS, BEETLES, MOSQUITOES.

Unrivalled in destroying FLEAS, BUGS, COCKROACHES, BEETLES, MOTHS in FURS, and every other species of insect. Sportsmen will find this invaluable for destroying ticks in the dogs, as also ladies for their pet dogs.

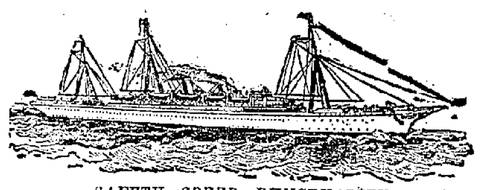
The PUBLIC are CAUTIONED that every package of the genuine powder bears the autograph of THOMAS KEATING; without this any article offered is a fraud. Sold in Tins and Bottles only.

KEATING'S WORM TABLETS.
KEATING'S WORM TABLETS.
KEATING'S WORM TABLETS.
KEATING'S WORM TABLETS.
KEATING'S WORM TABLETS.

A PURELY VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for INTESTINAL or THREAD WORMS. It is a perfectly safe and mild preparation, and is especially adapted for Children. Sold in Bottles, by all Druggists.

Proprietor, THOMAS KEATING, London.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1895.  1895.

SAFETY—SPEED—PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. GEO. A. LEE, R.N.R.....WEDNESDAY, 24th July.
EMPRESS OF CHINA...Comdr. R. ARCHIBALD, R.N.R....WEDNESDAY, 14th August.
EMPRESS OF INDIA....Comdr. O. P. MARSHALL, R.N.R..WEDNESDAY, 4th Sept.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANSCONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, *General Agent,*
PEDDER STREET.

Hongkong, July 3, 1895. 1221

SHARE LIST.—QUOTATIONS.—JULY 10, 1895.

Stocks.	*No. of Shares.*		*Value.*	*Paid-up.*	*Closing Quotations, Cash.*
BANKS.					
Hongkong and Shanghai Bank Corp New Issue	30,000		125	all	185 % prem.
Bank of China & Japan, Limited preference shares	39,950	£	5	—	nom.
" ordinary "	199,875	£	8	£ 1	nom.
" deferred "	1,250	£	1	£ 1	nom.
National Bank of China, Limited...	...	£	10	£ 3.10	$27½, sellers
MARINE INSURANCES.					
Can on Insurance Office Co., Ltd....	10,000	$	250	$ 50	$162½, buyers
China Traders' Insurance Co., Ld....	24,000	$	83.33	$ 25	$70, sellers
North-China Insurance Co., Ld.....	5,000	£	100	£ 50	Tls. 195, sellers
Straits Insurance Co., Ld.....	30,000	$	100	$ 20	$184, sales and buyers
Union Insurance Society Co., Ld....	10,000	$	250	$ 25	$164, buyers
Yangtze Insurance Association, Ld.	8,000	$	100	60	$93, buyers
FIRE INSURANCES.					
China Fire Insurance Co., Ld.....	20,000	$	100	$ 20	$84, sellers
Hongkong Fire Insurance Co., Ld...	8,000	$	250	$ 50	$205, sales and buyers
DOCKS.					
H'kong & Whampoa Dock Co., Ld.	12,500	$	125	all	105 % prem.
STEAMBOATS.					
Canton and Manila S. S. Co., Ld....	5,000	$	50	all	$55, buyers
Douglas Steamship Co., Limited....	20,000	$	50	all	$50, sales and sellers
H.K. C. and M. Steamboat Co., Ld.	80,000	$	20	all	$31¼, sellers
Indo China S. N. Company, Limited	60,000	£	10	all	$53, sellers
China Mutual S. N. Co.	20,000	£	10	£ 10	
				£ 5	
Do. (new issue).	20,000	£	10	£ 1	£8½, sellers
REFINERIES.					
China Sugar Company, Limited.....	20,000	$	100	all	$104
Canton Sugar Company, Limited....	7,000	$	100	all	$45
WHARVES.					
HK. & Kow. Wharf & Godown Co.	20,000	$	50	all	$41, sellers
Wanchai Warehouse and Storage Company, Limited	2,600	$	100	$ 37½	$37½, buyers
LAND AND BUILDING.					
Hongkong Land Investment and Agency Company, Limited.....	50,000	$	100	$ 50	$59, buyers
Kowloon Land and Building Company, ...	6,000	$	50	$ 30	$10½, sellers
Humphreys' Estate & Finance Co...	13,400	$	10	all	$8
West Point Building Co., Limited..	12,500	$	50	$ 40	$18½, buyers
TRAMWAYS.					
HK. High-Level Tramways Co., Ld.	1,250	$	100	all	$70, buyers
MINING.					
Jelebu Mining & Trading Co., Ld.	45,000	$	5	all	$3.30, buyers
Punjom Mining Co., Ld	60,000	$	4	$ 3½	$4½, sales
Société Française des Charbonnages du Tonkin	12,000	Fcs.	500	Fs. 500	$105, sellers
New Balmoral Gold M'ing Co., Ld.	60,000	$	3	all	$5.90, buyers
Raub Aust. Gold Mining Co., Ld..	200,000	£	1	13/10	$4, sales and buyers
Société Française des Houillères de Tourane	8,000	Fcs.	500	all	nom.
PLANTING, ETC.					
China-Borneo Company, Ld.	7,500	$	100	$ 55	nom.
H. G. Brown & Co., Limited.....	6,000	$	50	all	$4½, sellers
HOTELS, ETC.					
Hongkong Hotel Company, Lt.	6,000	$	50	all	$8, sellers
DISPENSARIES.					
A. S. Watson & Co., Limited.....	60,000	$	10	all	$9¾, sales and sellers
Dakin, Cruickshank & Co., Ld.....	50,000	$	5	all	$1
LIGHTING.					
HK. and China Gas Co., Limited ..	7,000	£	10	all	$125, buyers
Hongkong Electric Co., Limited.....	30,000	$	10	$ 8	$4.35, sales and sellers
BRICK AND CEMENT.					
Green Island Cement Co., Ld.	20,000	$	50	all	$10
Hongkong Brick & Cement Co., Ld.	4,000	$	15	$12.50	$7½, sellers
MISCELLANEOUS.					
Bell's Asbestos Eastern Agency, Ld.	3,000	£	1	£1	nom.
	7,000	£	1	£ 15/-	$10, sellers
Campbell, Moore & Co., Limited ..	1,200	$	10	all	$2
Geo. Fenwick & Co., Limited	6,000	$	25	$ 25	$15, sales
Hongkong Bakery Company, Ld..	600	$	50	all	$36
Hongkong Dairy Farm Co.....	6,000	$	10	all	$7
Hongkong Ice Company, Limited..	5,000	$	25	all	$33, sales and buyers
H'kong Rope Manufactory Co., Ld.	13,000	$	50	all	$125, sales and buyers

* Founder's shares

LOANS.	*Amount.*	*Value.*	*Interest.*	*Quotation.*
Chinese Imperial 1896	Tls. 767,200	Tls. 250	7 % p. annum	10 % prem., sales

A. G. STOKES, *Share-broker.*

Intimations.

SIEN TING,
Surgeon Dentist,
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.
Consultation Free.

Hongkong, April 2, 1895. 628

NOTICE.

THE Undersigned have been appointed SOLE AGENT for WOOD & Co.'s well-known COW BRAND of Finest AUSTRALIAN TABLE BUTTER, in 1 lb. Tins. Fresh Stocks always on hand. Special Terms to the Trade.

GEO. P. LAMMERT,
Duddell Street.

Hongkong, April 20, 1895. 768



CALDBECK, MACGREGOR & Co.,
Wine and Spirit Merchants,
13, QUEEN'S ROAD.

Hongkong, August 18, 1891. 1612

Intimations.

STAINFIELD'S PRIVATE HOTEL,
3 DUDDELL STREET.

COMFORTABLY FURNISHED ROOMS, with every convenience. Accommodation for Table Boarders. Particulars, Address,

MRS. STAINFIELD,
Proprietress.

Hongkong, January 5, 1895. 38

FURNITURE WAREHOUSE.

LI KWONG LOONG,
Cabinet-maker and Art Decorator, from SHANGHAI, has opened a FURNITURE STORE at No. 3, WYNDHAM STREET,
The only Shop in Hongkong with this name, Where HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ld., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co. write as follows:—

"We have pleasure in stating that Mr. "LI KWONG LOONG furnished "the Annexe to our Dispensary and "gave us every satisfaction.

(Sd.) "A. S. WATSON & Co., LD."

ORDERS punctually attended to and CHARGES MOST MODERATE.

AN INSPECTION INVITED.

Hongkong, April 13, 1895. 712

WINDSOR HOTEL, HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as 'CONNAUGHT HOUSE,' offers First-Class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM,
Proprietor and Manager.

Hongkong, November 24, 1894. 1907

Insurance.

TYPHOON INSURANCE.

NOTICE.

HOUSE-OWNERS, TRUSTEES, MORTGAGEES, and others interested in House Property are informed that THE COMMERCIAL UNION ASSURANCE COMPANY, LIMITED, Are prepared to accept risks against LOSS or DAMAGE by TYPHOONS, at Moderate Rates.

For Particulars, apply to

WILLIAM MACBEAN,
Local Manager, HONGKONG BRANCH,
Connaught House,
Queen's Road Central.

Hongkong, July 1, 1895. 1212

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.
RITCHIE'S LIQUID AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.
English SILVER & ELECTRO-PLATED WARE.
Christofle & Co.'s ELECTRO-PLATED WARE.
GOLD & SILVER JEWELLERY in great variety.
DIAMONDS AND DIAMOND JEWELLERY,
A Splendid Collection of the Latest LONDON PATTERNS, *at very moderate prices.* 742

WASHING BOOKS.
(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, $1 each.
CHINA MAIL Office.

SAILOR'S HOME.

ANY Cast-off CLOTHING, BOOKS, or PAPERS will be thankfully received the Sailor's Home, West Point.
Address: Care of SUPERINTENDENT.

Mails.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *KHEDIVE*, Captain C. L. DANIEL, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 18th July, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the S.S. *PEKIN*, which Vessel takes on her Cargo for LONDON, *viâ* SUEZ CANAL, leaving that port on the 9th AUGUST, 1895).

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *viâ* Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

ALF. WOOLLEY,
Acting Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, July 4, 1895. 1229

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloong shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	*Anchorage.*	*Captain.*	*Flag and Rig.*	*Tons.*	*Date of Arrival.*	*Consignees or Agents.*	*Destination.*	*Remarks.*
Steamers.								
Activ	3 c	Hansen	Dan. str.	355	July 10	A. R. Marty	Pakhoi	
Adelante	7 c	Arriestegin	Span. str.	99	June 20	Master		
Airlie	5 c	Ell's	Brit. str.	2400	July 10	Gibb, Livingston & Co.		
Altmore	5 c	Watson	Brit. str.	1666	July 8	Gibb, Livingston & Co.		
Annandale	3 c	Milne	Brit. str.	2538	June 20	Dodwell, Carlill & Co.	Yokohama	To-day
Arratoon Apear	5 c	Hansen	Brit. str.	1392	July 7	David Sassoon, Sons & Co.	Singapore	12th inst.
Ask	5 c	Hygum	Danish str.	591	July 7	A. R. Marty	Haiphong	
Bentala	8 h	Filmer	Brit. str.	1776	July 8	Dodwell, Carlill & Co.		
Braemar	8 h	Porter	Brit. str.	2315	July 10	Dodwell, Carlill & Co.		
Cam	8 h	Mathias	Brit. str.	1932	July 8	Nippon Yusen Kaisha	Bombay, &c.	To-morrow
Cassius	3 h	Unruh	Ger. str.	1504	July 9	Lauts, Wegener & Co.		
Changsha	5 c	Anderson	Brit. str.	1459	July 7	Butterfield & Swire	Sydney, &c.	To-morrow
Chunshan	5 c	Stovell	Brit. str.	1285	July 7	Bradley & Co.	Bangkok	
Darius	3 c	Curry	Brit. str.	2130	July 6	Butterfield & Swire		
Exe	6 c	Pell	Brit. str.	1308	July 7	Dodwell, Carlill & Co.	Saigon	To-day
Glamorganshire	5 c	Vyvyan	Brit. str.	1843	July 2	Dodwell, Carlill & Co.	London, &c.	26th inst.
Glenearn	8 c	Murray	Brit. str.	1424	July 6	Jardine, Matheson & Co.		
Holstein	5 c	Bruhn	Ger. str.	1103	July 8	Siemssen & Co.		
Hupeh	5 c	Quail	Brit. str.	1848	July 9	Butterfield & Swire	Sourabaya	To-day
Kiangtung	...	Holmes	Chi. str.	...	July 2	C. M. S. N. Co.		K'loon Dock
Kwelyang	5 h	Dawson	Brit. str.	1064	July 9	Butterfield & Swire	Tientsin	To-day
Mongkut	2 h	Farrell	Brit. str.	859	July 5	Yuen Fat Hong	Bangkok	To-morrow
Namoa	5 h	Roach	Brit. str.	863	July 6	Douglas Steamship Co.	Coast Ports	To-morrow
Nanking	5 c	Sorensen	Brit. str.	844	July 9	Order		
Nanyang	...	Schultz	Ger. str.	1059	July 7	Siemssen & Co.	Shanghai	K'loon Dock
Peiyang	3 c	Köhler	Ger. str.	962	July 10	Siemssen & Co.	Shanghai	To-morrow
Phra Chula Chom Klao	...	Williamson	Brit. str.	1013	June 3	Yuen Fat Hong		K'loon Dock
Propontis	5 c	Warrack	Brit. str.	1390	July 9	Chinese		
Rae	5 c	Johnsen	Norw. str.	333	June 25	Master		
Strathavon	5 c	Sim	Brit. str.	1741	July 5	Dodwell, Carlill & Co.		
Tai Lee	3 c	Emke	Ger. str.	828	July 6	Meyer & Co.	Chefoo	To-day
Taisang	...	Anderson	Brit. str.	1505	June 27	Jardine, Matheson & Co.		Cos'tan Dock
Victoria	5 c	Panton	Brit. str.	1992	July 5	Dodwell, Carlill & Co.	Manila	To-day
Yuensang	3 c	Waddilove	Brit. str.	1150	July 8	Jardine, Matheson & Co.		
Sailing Vessels.								
Alcedo	3 c	Coutts	Bn.4m.bqe.	2309	May 21	Standard Oil Co.		
Aurora	2 c	Berndt	Brit. bqe.	295	June 5	Chinese		
Bittern	3 c	Askin	Brit. sch.	399	June 22	Order		
Caleb Curtis	5 c	Raymond	Brit. sch.	67	April 28	China Traders Insurance Co.		
Centennial	5 c	Colcord	Amer. sh.	1323	May 11	Captain		
Foohng Suey	2 c	Wilson	Haw. bqe.	980	July 2	Order		
Fort Stuart	2 h	Fletcher	Brit. sh.	2313	June 6	Standard Oil Co.		
Kitty	3 c	Hart	Brit. bqe.	802	June 29	Chinese		
Lord Brassey	3 c	Gunning	Brit. bqe.	2619	June 24	Standard Oil Co.		
Queen City	5 c	Bjerre	Haw. sch.	192	July 3	Order		
Santa Clara	3 c	Fuller	Amer. sh	1474	June 28	Carlowitz & Co.		
Santa Cruz	6 c	O'Keefe	Amer. sch.	92	May 13	Wieler & Co.		
Siam	5 c	Garlichs	Ger. sh.	1691	June 1	Standard Oil Co.		
Tasmania	5 c	Grahn	Br.4m.bqe.	2080	June 5	Standard Oil Co.		

Her Britannic Majesty's Ships on the China Station.

Name.	*Rig.*	*Tons.*	*Guns.*	*I.H.P.*	*Captain.*	*Where at.*
Æolus	twin-screw cruiser 2nd class	3600	8	7000	Captain Robert L. Grooms	Chefoo
Amazon	despatch-vessel	1100	4	3180	Commander De Lisle	Yokohama
Archer	cruiser 3rd class	1770	6	2200	Comd. Conyers Lang	Chefoo
Caroline	cruiser 3rd class	1400	14	1440	Captain Ch. J. Nerocok	Behring Sea
Centurion*	twinscrew battle ship	10,500	14	13,000	Captain J. M. McQuhae	Yokohama
Daphne	sloop	1140	8	1400	Commander MacArthur	Chefoo
Edgar	twin-screw cruiser 1st class	7350	12	10,000	Capt. William B. Henderson	Yokohama
Esk	g-bt. 3rd class coast defence	353	2	340	Lt.-Com. Ravenhill	Shanghai
Firebrand	gunboat 2nd class	455	4	460		Hankow
Leander	cruiser 2nd class	4300	10	5500	Captain Count Metaxa	Kobe
Linnet	gun-vessel 2nd class	756	5	1050	Commander Bearcroft	Taiwanfoo
Mercury	cruiser 2nd class	3730	13	7390	Capt. Wilmot H. Fawkes	Singapore
Peacock	gunboat 1st class	750	6	1200	Lieut.-Commander Laxton	Behring Sea
Pigmy	gunboat 1st class	755	6	1200	Lieut.-Com. Phillips	Chefoo
Plover	gunboat 1st class	755	6	1200	Lt.-Com. Hon. F. C. B. Addington	Taiwanfoo
Porpoise	cruiser 3rd class	1770	6	3600	Commander F. R. Pelly	Yokohama
Rainbow	cruiser	3600	17	7000	Captain Wm. C. C. Forsyth	Taiwanfoo
Rattler	gunboat 1st class	715	6	1200	Lieut.-Com. Hugh Cotesworth	Shanghai
Redbreast	screw gunboat 1st class	805	6	720	Lt.-Com. Robt. H. J. Stewart	Amoy
Redpole	gunboat 1st class	805	6	1200	Lieut.-Com. C. G. May	Amoy
Spartan	twin-screw cruiser 2nd class	3600	8	7000	Captain Alfred L. Winsloe	Hongkong
Swift	gun-vessel 2nd class	756	5	1010	Commander R. K. McAlpine	Tientsin
Tweed	g-bt. 3rd class coast defence	363	3	340	Lieut. Ward	Takow
Undaunted	cruiser	5600	12	8500	Captain Hallifax	Yokohama
Victor Emanuel	receiving ship	5157	14		Commodore Boyes	Hongkong
Wivern	coast defence ship, armoure.	2750	4	1450		Hongkong

Torpedo Boats in Reserve Nos. 8, 20, 35, 36, 37 and 38, first class; and 3 second class boats.

* Flagship of Vice-Admiral Buller, C.B.

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